

# Trabue/Roberts Area Plan





# Acknowledgements

The Trabue/Roberts Area Plan was adopted by Columbus City Council on February 28, 2011.



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All images, except where noted, are from the City of Columbus Planning Division

# Director's Letter

I am pleased to present the Trabue/Roberts Area Plan, adopted by Columbus City Council on February 28, 2011. On behalf of the city's Department of Development, congratulations to the residents of the planning area and the stakeholders who participated in the planning process.

Goals of the plan include: maintaining the concentration of industrial uses in the central portion of the planning area as an employment center; establishing development guidelines for new commercial, industrial, and residential development; pedestrian and bicycle improvements to increase mobility for residents; protecting prime industrial land for targeted business development; and provisions of the *Big Darby Accord Watershed Master Plan* apply and take precedence to portions of the Trabue/Roberts area located within the Big Darby Accord Watershed.

Implementation of the Trabue/Roberts Area Plan will be accomplished through several avenues: the review of zoning applications for consistency with the plan, the review of proposed project improvements, and by guiding other neighborhood or city development-related initiatives.

I would like to thank the representatives of the planning area and other stakeholders for their many hours of hard work and leadership in the development of the plan. The Development Department looks forward to continued cooperation as we work together on the implementation of this plan.

Sincerely,



Boyce Safford III, Director  
Department of Development



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# Introduction

## What is a Plan and How is it Used?

The Trabue/Roberts Area Plan provides an opportunity to help shape and direct the pattern of growth and development within its neighborhoods and business districts. The area planning process addresses land use, urban design, and economic development.

The Trabue/Roberts Area Plan:

- Identifies strengths and assets.
- Identifies area needs and concerns.
- Sets goals for improving the area.
- Recommends specific actions and strategies to accomplish goals.
- Identifies the resources and responsible parties that can help implement the recommendations.

Adoption of the plan will help the Trabue/Roberts Planning Area in a number of ways. The adopted plan will:

- Clearly reflect the development priorities for the future.
- Provide a framework for zoning and other land use decisions.
- Inform capital improvement priorities.
- Create a clear picture of the type of development that is preferred.
- Provide guidelines for the design of new development.

An area plan does not address the following:

- A plan does not resolve disputes between property owners.
- It does not solve issues unrelated to the built and natural environment, such as health care, code enforcement, street lighting, and public safety.
- A plan does not “force” public and private entities to do something that they would not otherwise do.
- A plan isn’t zoning, though it provides the policy basis for zoning and related development decisions.

## Plan Format

The plan consists of four elements: Introduction, Existing Conditions, Plan Recommendations, and Implementation Strategy. The bulk of the plan consists of the Plan Recommendations Element, which includes text, maps, charts, photos and other illustrations. The recommendations are organized by Development Principles that apply to the Trabue/Roberts Planning Area. Policies were developed for each Development Principle to help guide their implementation. Guidelines and Strategies were then formulated to implement the policies.

## Planning Area

The Trabue/Roberts Planning Area is located to the west of downtown Columbus covering approximately 11,721 acres or 18 square miles. The area’s boundaries are the city of Hilliard to the north, US 33 and CSX railroad tracks to the east, I-70 and the Norfolk Southern railroad tracks to the south, and Alton Darby Creek Road to the west. Four jurisdictions comprise the area – Columbus, Franklin Township, Prairie Township, and Norwich Township.

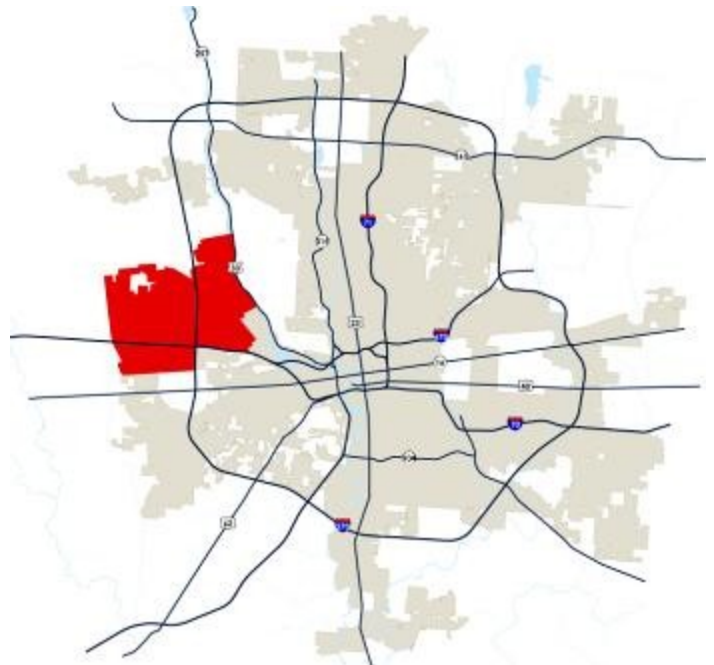
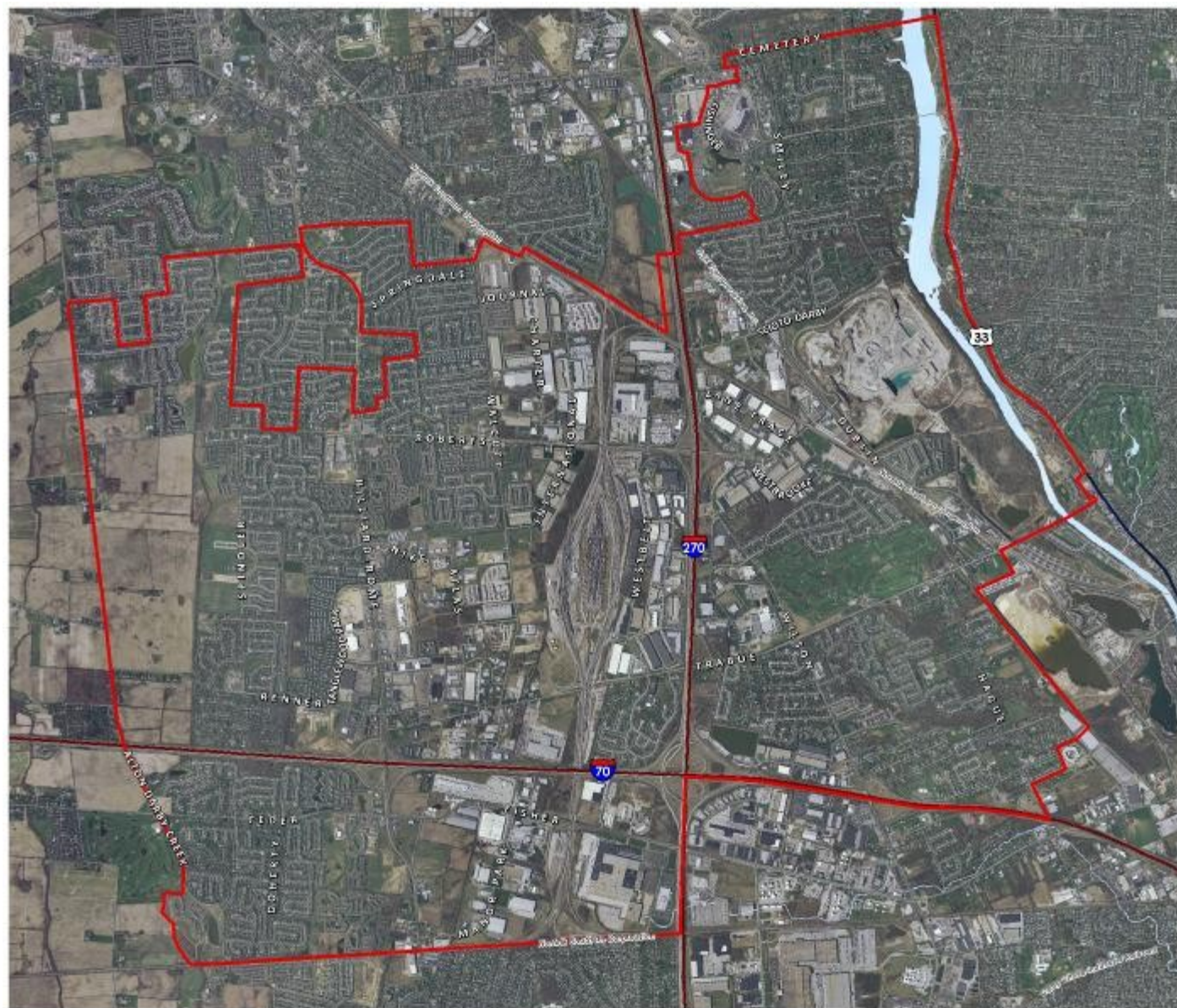


Figure 1: Trabue/Roberts Planning Area


# Introduction

## Trabue/Roberts Area Plan



### Trabue/Roberts Area Plan Planning Area Boundary

#### LEGEND

 Planning Area Boundary



City of Columbus  
Department of Development  
Planning Division



Date: April 2010

Figure 2





*The Marble Cliff Quarry, 1850s (Source: Northwest Franklin County Historical Society)*

## History

The first settlers arrived in the Trabue/Roberts Planning Area in 1804, just one year after Ohio became a state and Franklin County was formed. Population growth was slow until 1814, when other families joined the original settlers and scattered home sites were apparent in the eastern portion of the area. Dense woods stretched from the west bank of the Scioto River to Big Darby Creek. As the land was cleared, farming and agricultural uses began to appear. The first school opened in 1814, located at Smiley's Corner on what is now Dublin Road.

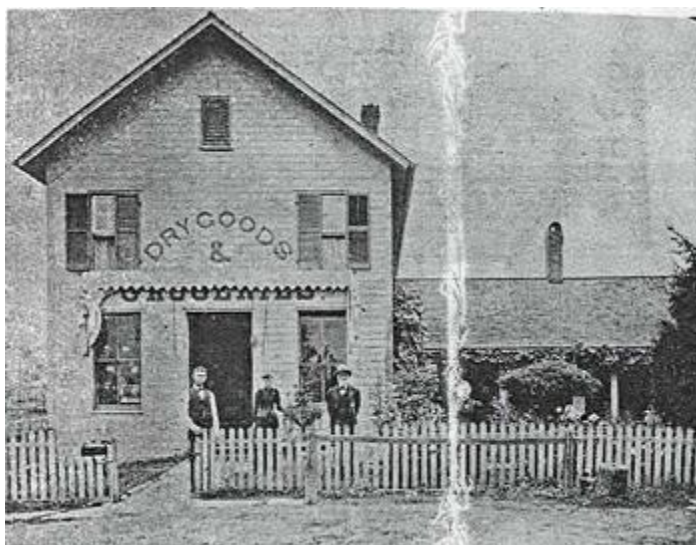
The first cemetery in the area, Wesley Chapel Cemetery, is located on Dublin Road, about one mile south of Fishinger Road. The cemetery was established in 1832 next to the Wesley Chapel Methodist Church and the first burial occurred in 1836. A road was constructed to provide access from the village (now known as Hilliard) to the cemetery, and fittingly named Cemetery Road.

By 1830, a small farming community, Mudsock was located in the western portion of the Trabue/Roberts Planning Area surviving approximately 100 years. Mudsock stretched west one mile from the intersection of Roberts Road and Hilliard-Rome Road to the intersection of Roberts Road and Alton Darby Creek Road. By 1850, the population reached 681 people. The community included a school for African American children and a post office. By the 1950s, Mudsock was nearly non-existent, with only 15 people left, a dry goods store, a county garage, and the Colwell Methodist Church. Today, none of those buildings exist.

The broader area experienced little growth and remained rural during the 1800s, continuing to the early 1900s. Agricultural uses were predominate, and supported by scattered home sites along major roadways. Natural barriers including the Scioto River and a lack of internal transportation routes provided limited access to the area. Construction of the Columbus, Piqua, and Indiana Railway in 1850 provided better transportation services

and increased accessibility to the area, but internal travel remained inadequate.

Along the banks of the Scioto River, one of the largest limestone deposits in the world was found. In the 1850s, the Marble Cliff Quarry began operations and encompassed nearly 2,000 acres. Over the years, the stone from this quarry was used in building Columbus area landmarks, such as the Ohio Statehouse, Ohio Stadium, and LeVeque Tower.



*Dry goods store in Mudsock, 1900  
(Source: Northwest Franklin County Historical Society)*

## Introduction

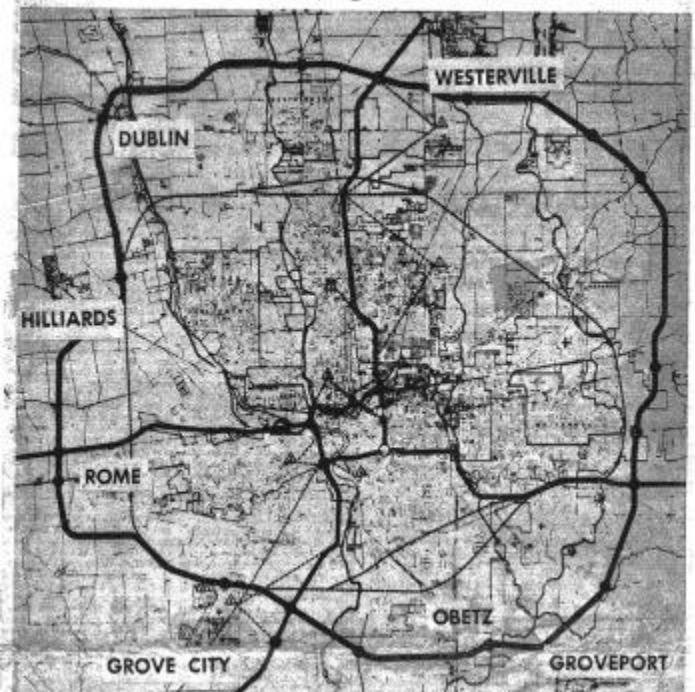
### Trabue/Roberts Area Plan

In the early 1900s, bridge construction helped open up land tracts in the area. In 1903, the small unincorporated area of San Margherita was developed, nearby the original quarry operations. Italian immigrants settled in the area supplying labor to the quarry and other industries. These homes were developed on deep one-acre lots with 60 feet of frontage.

Due to the absence of utilities and distance to employment centers, housing subdivisions were slow to develop. The next housing developments occurred between 1923 – 1928, and were primarily large-lot homes. Quarry operations continued but the only significant residential development happening between 1928 – 1956 was a 58-acre tract that was plotted in 1941 on N. Hague Avenue.

The city of Columbus annexed the first part of the Trabue/Roberts Planning Area in 1959. The majority of annexations to the city of Columbus occurred in the area during the late 1960s and early 1970s. Utilities were made available to service the annexations, spurring development. During this time, the first large subdivision was developed south of Renner Road as one of the first pieces of suburban expansion in the area. Concurrently, access to the area was improved with the development of I-70 and I-270. This system coupled with the development of the Buckeye Rail Yard encouraged industrial development to locate in the area, with residential and commercial uses ensuing. (Sources: City of Columbus Planning Division Community Planning Area Profiles, 1979; Northwest Franklin County Historical Society website, 2007)

### Big Area Road Program Is Announced



Announcement of the Outerbelt, 1957  
(Source: Northwest Franklin County Historical Society)



Original housing in San Margherita, 1950s  
(Source: Northwest Franklin County Historical Society)



Quarry operations, 1960s  
(Source: Northwest Franklin County Historical Society)



## Key Recommendations

Key recommendations of the plan are:

- **Land Use** - The concentration of industrial uses in the central portion of the planning area should be maintained as an employment center and development or redevelopment should be consistent and compatible with existing land uses.
- **Urban Design** - Design guidelines for new residential, commercial, and industrial development are provided to ensure new development contributes to the overall attractiveness of the area and to increase design compatibility between commercial and industrial land uses abutting residential areas.
- **Transportation** - Sidewalk, trail, crosswalk enhancements and bicycle facilities are recommended to provide options for pedestrians, to connect neighborhoods, and to encourage an active lifestyle. Studies are also recommended to alleviate auto traffic congestion and to improve traffic flow.
- **Economic Development** - The land use plan protects prime industrial land for targeted business development.
- **Natural Resources** - The plan recommends the provisions of the *Big Darby Accord Watershed Master Plan* apply to the portion of the Trabue/Roberts area within the watershed, and take precedence over other aspects of this plan.
- **Implementation** - Plan implementation is recommended through the use of a development review checklist for the review of zoning and variance applications for consistency with the area plan, and a chart of action-oriented recommendations to assist with the prioritization of plan recommendations.



The Buckeye Rail Yard, 1970 (Source: Columbus Railroads website)

# Existing Conditions

## Introduction

The Existing Conditions element of the plan provides a summary of the planning area's physical attributes, including land use, urban form, transportation, community facilities, and the natural environment. This element also reviews existing zoning, demographics, and other factors that will influence future development. The section concludes with a summary of an important piece of public input in the planning process. Stakeholder interviews were conducted in the early stages of the process and a summary of the issues facing the Trabue/Roberts Planning Area were identified.

## Demographics

The Trabue/Roberts Area Plan includes 47,445 residents and 18,965 households. The planning area is slightly younger in comparison to the city as a whole with only 7% of its population 60 years of age and over, compared to Columbus with 12%. The area's population increased 162% from 1990 to 2000. The number of households increased by 166% during the same period. These rapid increases are tied to new residential development.

**Table 1. Demographics**

Population	1990	2000	Change	% Change
<b>Total</b>	18,120	47,445	29,325	162%
Male	8,864	23,125	13,869	156%
Female	9,256	24,320	15,064	163%
Households	7,120	18,965	11,845	166%
Average Household Size	2.64	2.51	-0.13	-5%
<b>Race &amp; Ethnicity</b>				
Black	383	1,846	1,463	382%
White	17,359	41,871	24,512	141%
Asian	296	2,176	1,880	635%
Other Race or Mixed Race	82	1,552	1,470	1,792%
<b>Age</b>				
< 14 years of age	4,217	11,664	7,447	176%
15-29 years of age	4,340	10,957	6,617	152%
30-59 years of age	7,702	21,211	13,509	175%
60+ years of age	1,861	3,613	1,752	94%
<b>Housing Occupancy</b>				
Renter Occupied	2,622	6,123	3,501	134%
Owner Occupied	4,498	12,842	8,344	186%

A further examination of new residential building permits (Single-Family & Multi-Family) in the city of Columbus from 1994-2006 depicts a spike in growth from 1996-2000, as portrayed in Figures 3 and 4. This data also demonstrates that the majority of new residential growth has occurred in the western portion of the planning area. Although not as extensive, there has also been growth in the eastern and central portions of the area. Development activity has significantly declined as available land has been consumed.

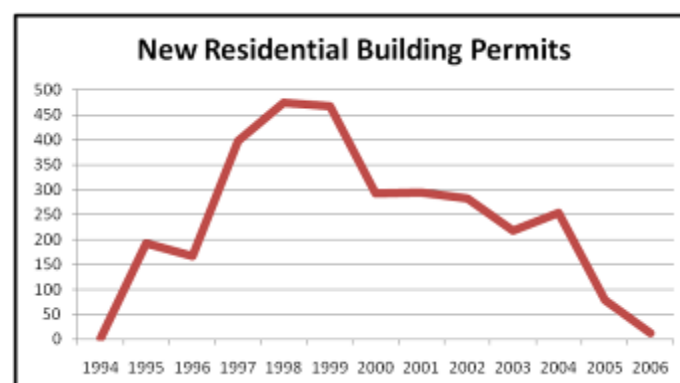
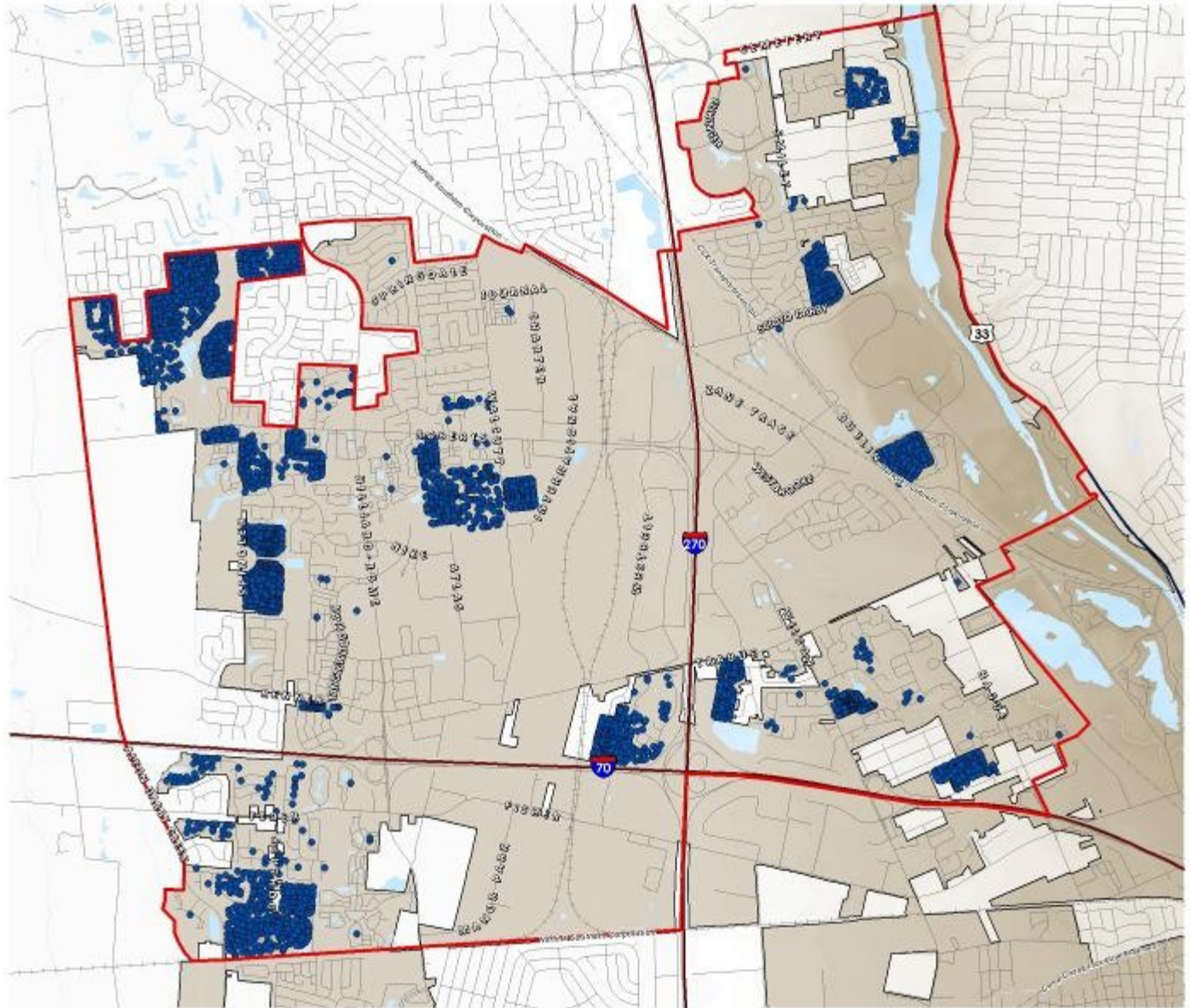


Figure 3



Suburban-style single-family residences





**Trabue/Roberts Area Plan  
Residential Growth**



**LEGEND**

Planning Area Boundary

● New Residential Building Permits 1994-2006

Figure 4

## Existing Conditions

### Trabue/Roberts Area Plan

## Employment

The Trabue/Roberts area is a key employment center. According to Reference USA 2009, there are over 1,300 businesses in the area employing over 26,000 workers in 20 employment categories. The retail and wholesale trade sectors lead in both the number of businesses and employees in the planning area. Although the manufacturing sector only accounts for 6 percent of all businesses in the planning area, it ranks just behind the wholesale trade and retail sectors in the number of employees.



The Trabue/Roberts area is a key employment center

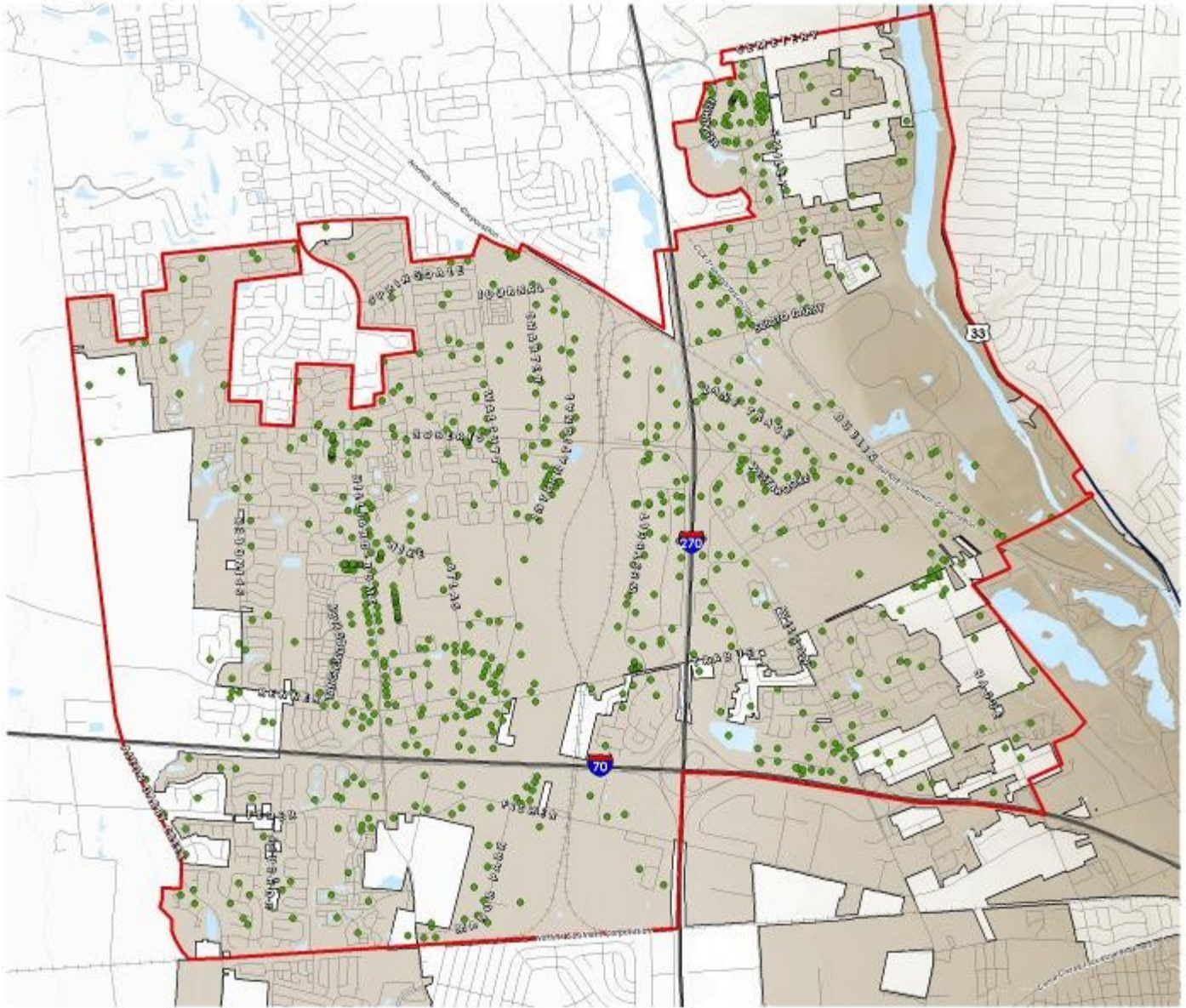
**Table 2. Businesses per Employment Sector**

Sector	Businesses	Percentage
Retail	195	14.97%
Wholesale Trade	139	10.67%
Other Services	126	9.67%
Construction	106	8.14%
Accommodation and Food Services	103	7.90%
Professional Scientific & Technical	98	7.52%
Real Estate	93	7.14%
Manufacturing	76	5.83%
Health Care and Social Assistance	75	5.76%
Transportation & Warehousing	61	4.68%
Administrative and Support	55	4.22%
Finance and Insurance	48	3.68%
No NAICS Code	40	3.07%
Information	27	2.07%
Arts, Entertainment & Recreation	22	1.69%
Educational	18	1.38%
Public Administration	11	0.84%
Agriculture, Forestry, Fishing and Hunting	7	0.54%
Management of Companies and Enterprises	1	0.08%
Utilities	1	0.08%
Mining	1	0.08%
<b>Total</b>	<b>1,303</b>	<b>100%</b>

**Table 3. Employees per Employment Sector**

Sector	Employees	Percentage
Wholesale Trade	4382	16.29%
Retail	4263	15.85%
Manufacturing	3374	12.54%
Professional Scientific & Technical	3270	12.15%
Accommodation and Food Services	2481	9.22%
Transportation & Warehousing	2065	7.68%
Health Care and Social Assistance	1243	4.62%
Construction	1108	4.12%
Other Services	1022	3.80%
Real Estate	798	2.97%
Administrative and Support	793	2.95%
Finance and Insurance	471	1.75%
Educational	454	1.69%
Information	339	1.26%
No NAICS Code	249	0.93%
Arts, Entertainment & Recreation	244	0.91%
Public Administration	154	0.57%
Agriculture, Forestry, Fishing and Hunting	111	0.41%
Utilities	70	0.26%
Management of Companies and Enterprises	9	0.03%
Mining	4	0.01%
<b>Total</b>	<b>26,904</b>	<b>100%</b>





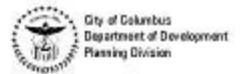


**Trabue/Roberts Area Plan**  
**Businesses**



**LEGEND**

-  Planning Area Boundary
-  Businesses



Date: April 2010

Figure 5

# Existing Conditions

## Trabue/Roberts Area Plan

### Land Use and Zoning

The Trabue/Roberts Planning Area has a broad mix of land uses. Single-Family residential uses make up the highest land use category at 29%. Industrial and Warehousing uses are the second highest percentage of land use at 26.5%, followed by Agriculture & Multi-Family at 8%, Parks & Open Space at 7.5%, Landfills & Quarries at 6%, and Commercial at 5%. The existing land use map depicts the distribution of these uses within the planning area.

The majority of commercial uses are located along Hilliard-Rome Road and Fishinger Boulevard at Mill Run. The remainder of commercial land uses are scattered throughout the planning area.

The central portion of the planning area is predominantly industrial and warehousing, concentrated on the periphery of central railroad lines, and adjacent to the interstate highway system. A large operational stone quarry is located on the eastern edge of the planning area, between Dublin Road and the Scioto River.

The residential makeup of the Trabue/Roberts Planning Area is predominantly Single-Family. Single-Family uses are located in the western portion of the planning area, as well as the northeast and southeast. Multi-Family uses are not predominant and are generally located adjacent to Single-Family uses throughout the planning area. Institutional uses including a school, churches, and governmental uses are found throughout the planning area.

There are also a number of city parks and recreational open spaces within the planning area. Locations are generally scattered, but the larger prominent recreational areas are found in the eastern and western portions of the area.

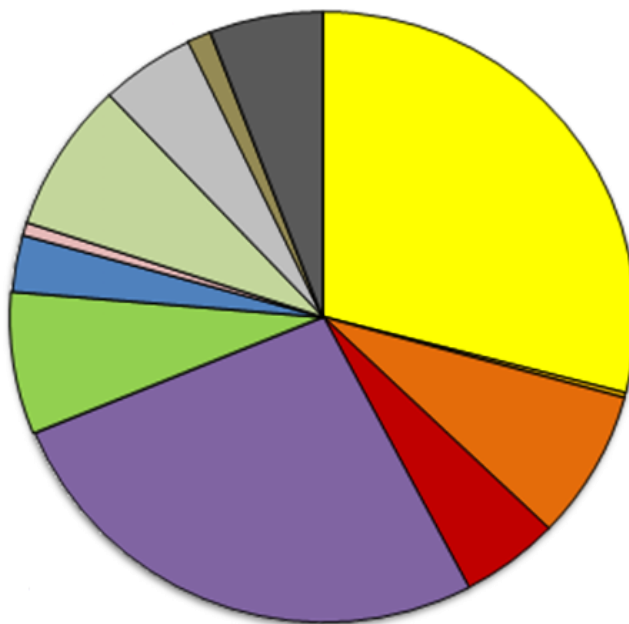


Figure 6: Existing Land Use

Table 4. Existing Land Use

Land Use	Acres	Percentage
Single-Family	2918.45	28.99%
Two-Three Family	25.81	0.26%
Multi-Family	793.83	7.88%
Commercial	518.41	5.15%
Industrial & Warehousing	2671.76	26.54%
Parks & Open Space	756.06	7.51%
Institutional	300.95	2.99%
Office	69.60	0.69%
Agriculture	798.04	7.93%
Vacant	499.70	4.96%
Utilities & Railroads	124.71	1.24%
Landfills & Quarries	591.02	5.87%
<b>Total</b>	<b>10,068.33</b>	<b>100.00%</b>



Aerial perspective of a mix of adjacent land uses



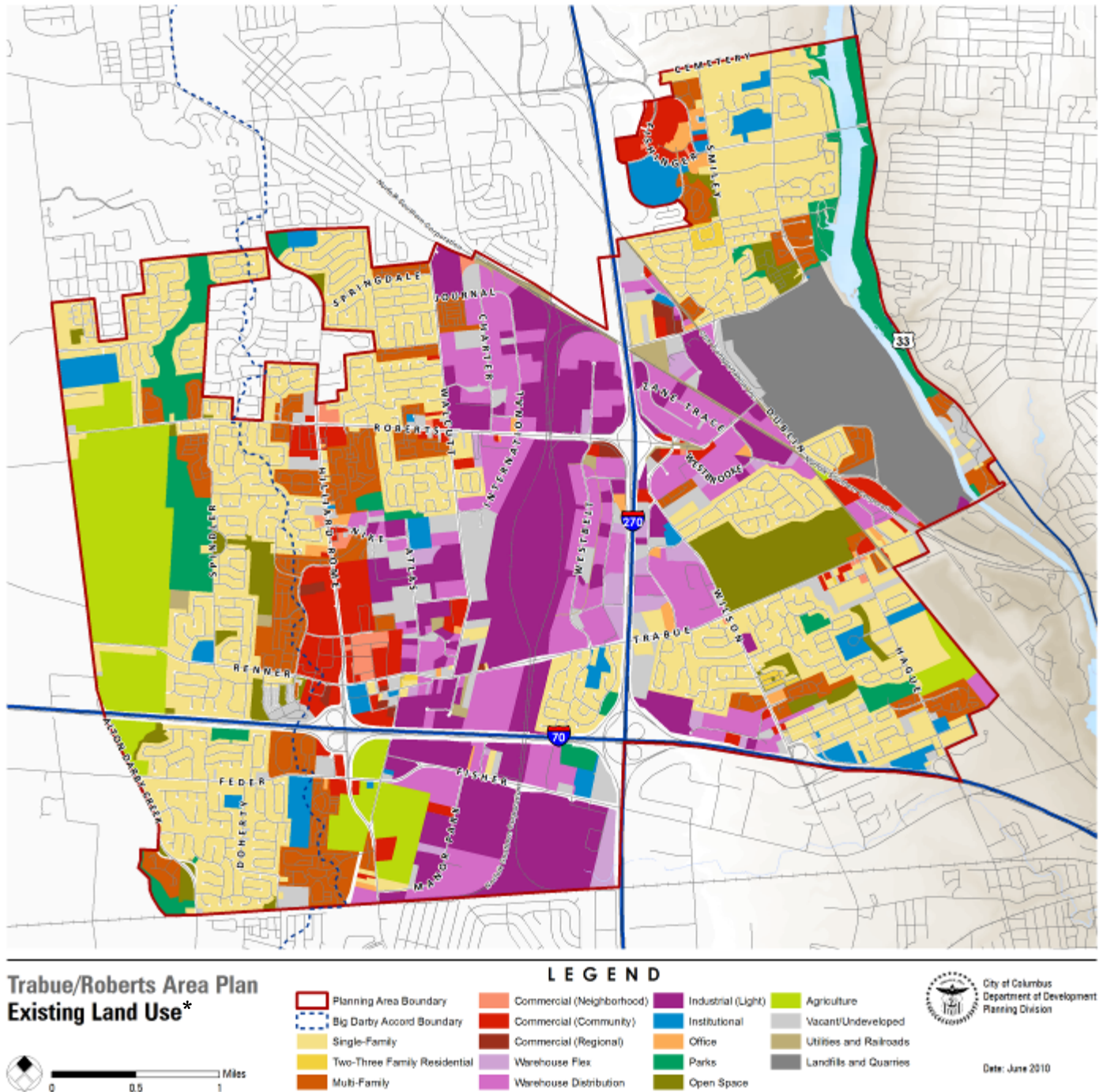
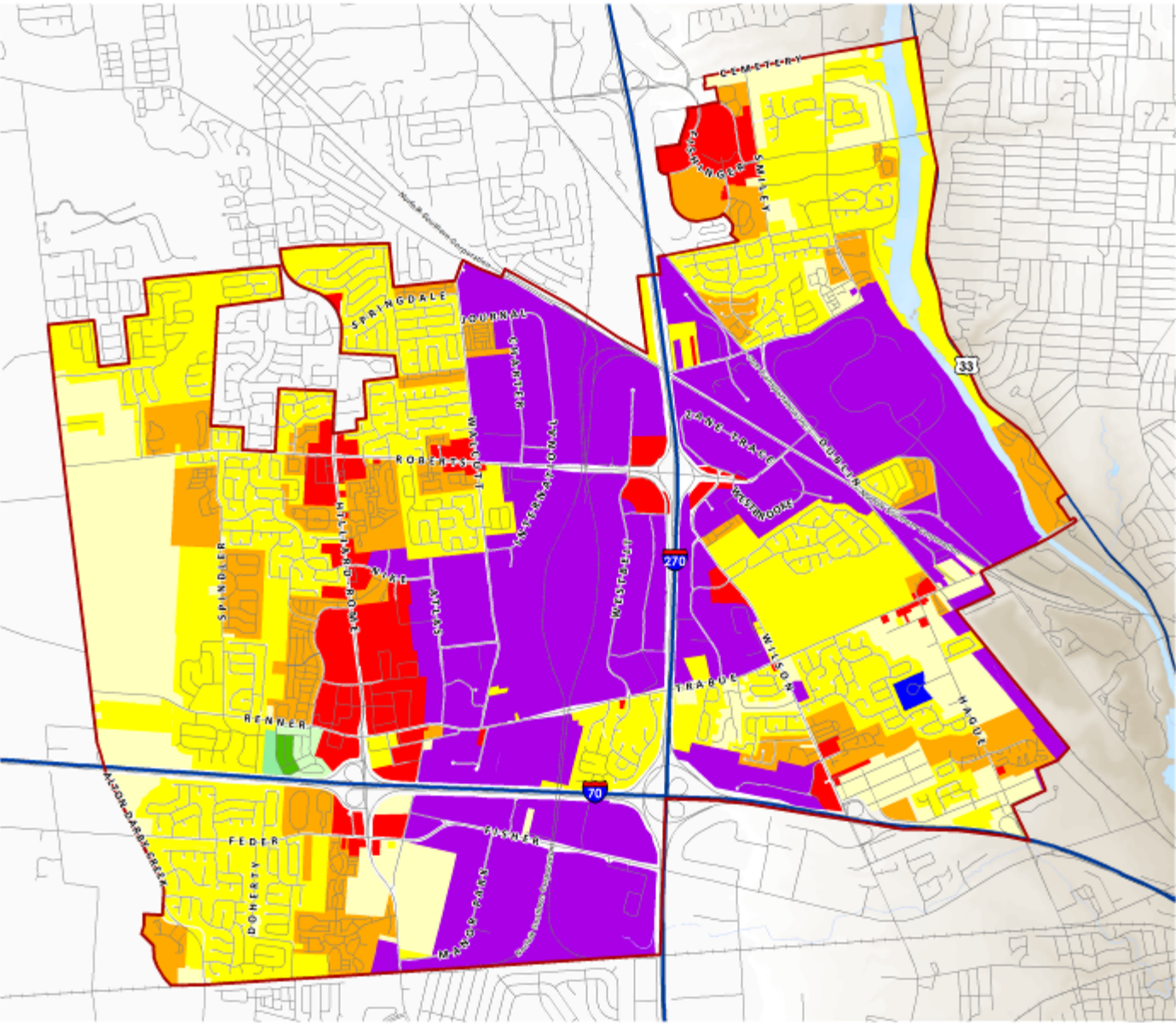


Figure 7

\* Land Use classification, density, and description chart page 27

# Existing Conditions

## Trabue/Roberts Area Plan



Trabue/Roberts Area Plan  
Existing Zoning

### LEGEND

- |                        |                      |
|------------------------|----------------------|
| Planning Area Boundary | Neighborhood Edge    |
| Rural                  | Neighborhood General |
| Residential            | Commercial           |
| Multi-family           | Institutional        |
| Neighborhood Center    | Manufacturing        |



City of Columbus  
Department of Development  
Planning Division

Date: June 2010

Figure 8

## Existing Zoning Pattern

Similar to existing land use, the majority of the area is zoned Manufacturing and Residential. Combined, these two zoning categories make up 65% of the planning area. The most prevalent zoning requests during the last 10 years have been for Residential and Commercial uses. The portions of Norwich and Franklin Townships that are in the Trabue/Roberts Planning Area are zoned under the Franklin County zoning resolution. Likewise, the portion of Prairie Township is zoned under Prairie Township Zoning. Zoning in the township areas are predominantly rural and residential zoning categories. In addition, small sections of manufacturing and commercial zoning categories can also be found.

**Table 5. Zoning**  
(City of Columbus, Franklin County, & Prairie Township)

Zoning Category	Acres	Percentage
Commercial	657.80	6.31%
Manufacturing	3731.28	35.82%
Residential	3066.10	29.43%
Multi-family	1170.55	11.24%
Rural	1774.82	17.04%
Institutional	17.29	0.17%
<b>Total</b>	<b>10,417.84</b>	<b>100.00%</b>

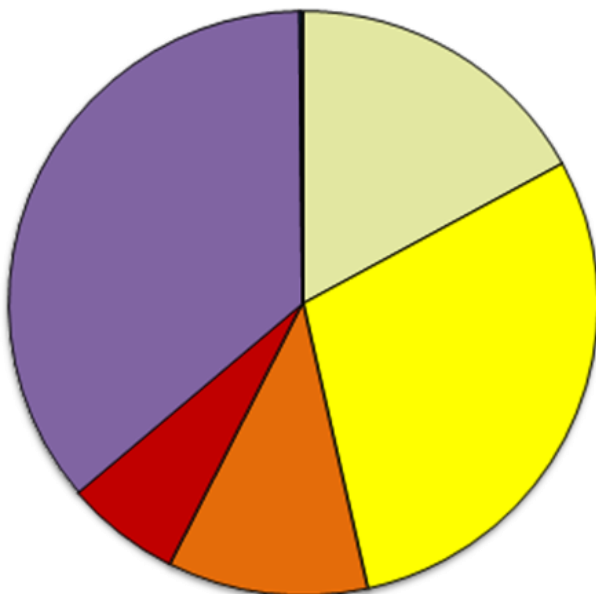


Figure 9: Existing Zoning

## Urban Form

The existing urban form for the Trabue/Roberts Planning Area illustrates the overall design and organization of the planning area, including its gateways, landmarks, primary corridors, districts, and edges.

- Gateways** - Gateways are major entry points to the community and aid in establishing its image by distinguishing features such as welcome signage or landscape treatments that would inform travelers of their entrance into the area. Overall notable gateway demarcation is lacking in the Trabue/Roberts area. There are no designated gateways east, west, north, or south of the planning area.
- Corridors** - Corridors also convey a community's image. The primary corridors of the Trabue/Roberts Planning Area are its major roadways, Dublin Road, Fisher and Feder Roads, Fishingier Boulevard, Hague Avenue, Hilliard-Rome Road, Roberts Road, Trabue and Renner Roads, Walcutt Road, Wilson Road, and two scenic stream corridors, Clover Groff Stream and the Scioto River. The interstate highways I-70 and I-270 also create a major commuting corridor for the Trabue/Roberts Planning Area.
- Districts** - Districts share common design elements and characteristics, setting them apart from other sections of the planning area. Districts are generally grouped as commercial, residential, industrial, and open space or rural. Certain areas mix uses and become activity centers (or "nodes"), bringing people together for business, social, and civic reasons. The industrial district is located in the central portion of the planning area, and the quarry district is located on the eastern edge of the planning area abutting the Scioto River. The majority of industrial uses are developed in an industrial park type pattern. The largest concentration of commercial uses is along the Hilliard-Rome road corridor. Typical commercial uses include big box retail and shopping centers.

Residential districts are located throughout the eastern and western portions of the planning area. Residential areas are categorized into suburban residential and large-lot residential. Large-lot residential areas include both older and contemporary suburban style homes on lots of at least one acre in size. Suburban residential refers to the most recent residential development in the planning area, generally consisting of single-family residential units built as a subdivision within the last 25 years. A distinct feature of the Trabue/Roberts area is the rural district. The rural district is located on the western edge of the planning area. This district is rustic in character and is located within the Big Darby Accord Watershed.



## Existing Conditions

### Trabue/Roberts Area Plan

- **Edges** - Edges are boundaries of the planning area that provide definition to the area. The planning area edges build off of the physical barriers provided by roadways, railroad tracks, and the Scioto River. Edges of the Trabue/Roberts area are the Scioto River on the east, I-70 and the Norfolk-Southern Railroad on the south, Alton Darby Creek Road on the west, and the city of Hilliard to the north. Failure to distinguish a distinct change between the planning area and adjacent areas along most boundaries can be attributed to access limitation and similar land uses.
- **Landmarks: Historic, Archeological, and Cultural Resources** - Landmarks are major buildings, structures, or other locations that, while not always historic, are placemakers that help to define the character and image of the community (positive or negative).

Several landmarks are prominent in the Trabue/Roberts area including the Buckeye Yard, the Marble Cliff Limestone quarry, and the unincorporated community of San Margherita. The operational quarry dates back to the mid-1800s while San Margherita was formed in 1903 by Italian immigrants who came to work in the Marble Cliff Limestone quarry. The Buckeye Rail Yard was constructed in 1969 by the Penn Central Transportation Company to reduce costs and simplify rail operations in Columbus.



*Edges and Landmark: An aerial view of the Scioto River, Griggs Reservoir Park, and the Marble Cliff limestone quarry*



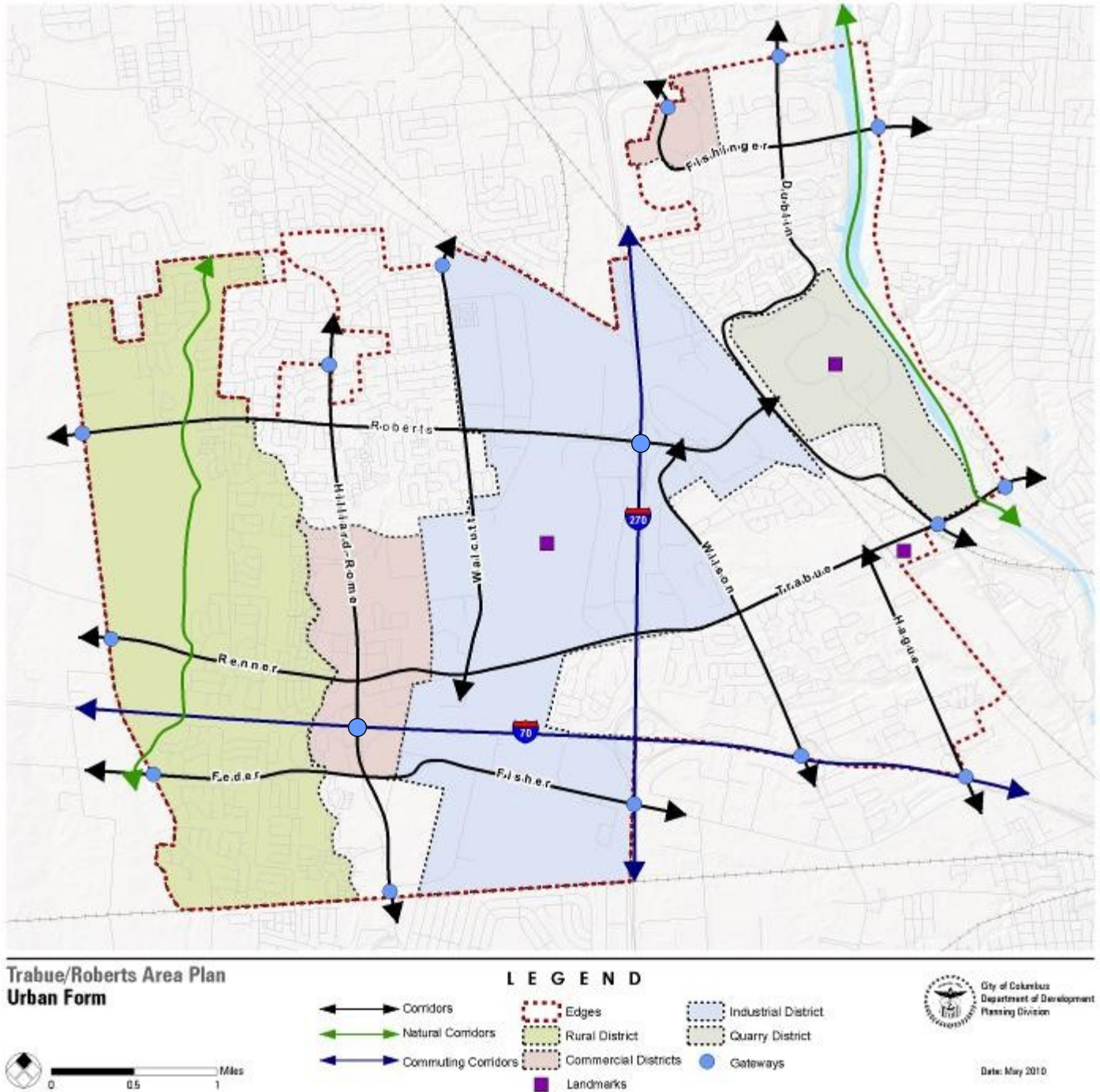


Figure 10

## Existing Conditions

### Trabue/Roberts Area Plan

## Capital Improvement Program

The Capital Improvements Program is a compilation of the city's infrastructure investment priorities for a six-year period. It includes individual projects as well as categories of projects. Allocations and schedules are subject to change due to such issues as funding availability, right-of-way acquisition, and work flow. Those interested in specific projects should contact the implementing department or division to determine the current status. CIP projects for the Trabue/Roberts Planning Area are in the Table 6.



Roberts Road improvement project

## Transportation

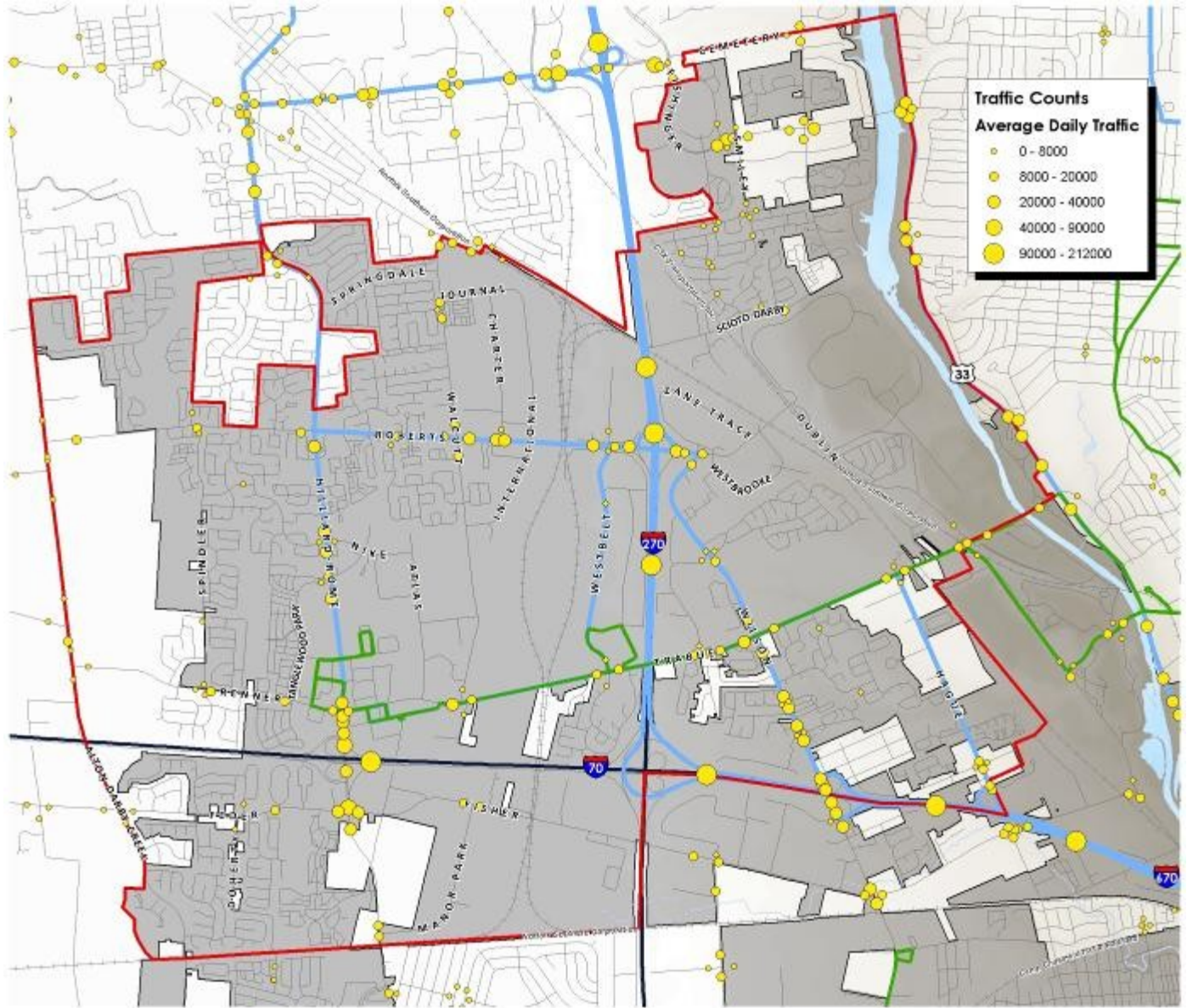
The Trabue/Roberts Planning Area's existing transportation network is illustrated in Figure 11. Major Roadways and their classification according to the *Columbus Thoroughfare Plan* are given in Table 7.

- Transit** - Public transportation in the Trabue/Roberts Planning Area is limited to weekday Central Ohio Transportation Authority (COTA) bus service and taxi service. Three express routes, Route 57-Hilliard Express, Route 68-Hilliard-Westbelt Express, and Route 66-OSU Express provide transit to Downtown and OSU. A fourth express route, Route 67-East Hilliard Express serves an area just to the north along Hilliard-Rome Road. Park and Ride locations are located on Express Routes 57 and 67. Local Route 5- West Fifth Avenue also serves the planning area and provides transit to Downtown. According to its Long Range Transit Plan, COTA proposes to expand its coverage in the planning area and introduce three new Crosstown Routes and a LINK route within the next 25 years. Crosstown Routes are non-radial bus routes that do not enter the CBD and Link Routes are circulatory routes that provide service within neighborhoods and activity centers and typically operate on short alignments. LINK routes also provide connections to local, express, or crosstown service utilizing low-floor, smaller, more neighborhood-friendly buses.

Table 6. Capital Improvement Projects

Category	Department	Description	Location	Status
Transportation	Public Service	Widen from 2 lanes to 5 lanes with curb and sidewalks, enclosed drainage between Hilliard Rome Road and Westbelt. It also includes bike lanes.	Roberts Road b/w Hilliard-Rome Road and Westbelt Drive	Construction
Transportation	Public Service	Widening and reconstruction of Hilliard-Rome Road, which includes 3 additional lanes, sidewalks, curb ramps, bike lanes, tree lawn, and utility relocation.	Hilliard-Rome Road b/w Roberts Road and I-70	Design
Water	Public Utilities	24" Water Main	Hague Avenue	Planned
Water	Public Utilities	36" Water Main	McKinley Avenue	Planned
Water	Public Utilities	36" Water Main	Dublin Road	Planned
Water	Public Utilities	16" Water Line Improvements	Old Roberts Road	Planned
Water	Public Utilities	12" Water Line Improvements	Doherty Road	Planned





### Trabue/Roberts Area Plan Transportation



### LEGEND

#### COTA ROUTES

Local Routes

Express Routes

Planning Area Boundary

City of Columbus Boundary



City of Columbus  
Department of Development  
Planning Division

Date: April 2010

Figure 11

## Existing Conditions

### Trabue/Roberts Area Plan

- Rail** - The Trabue/Roberts area contains extensive rail connections through the industrial and warehousing areas within the central portion. There is also a rail line on the southern boundary. These rail lines and parcels are owned by CSX Transportation Inc. and the Norfolk Southern Corporation. Also located within the planning area is the Buckeye Yard, a CSX intermodal yard and Norfolk Southern classification yard. Intermodal operations allow trains to transfer cargo to and from trucks by using containers and cranes. A classification yard sorts train cars for various destinations and assembles them into blocks. As of May 2009, the Norfolk Southern Corporation has temporarily ceased a substantial share of operations at the Buckeye Yard. Norfolk Southern cites a continuing drop in rail traffic and decline in business for the closure. CSX's nearby intermodal yard has not been affected and will continue to do work at Buckeye Yard.
- Bikeways** - The *Columbus Bicentennial Bike Plan* was adopted on June 9, 2008 and focuses on adding bike trails, lanes, and routes with improved street crossing protection with signals and signs. The bike plan proposes 500 new miles of bikeways for Columbus. While the existing bikeway network is deficient in the Trabue/Roberts Planning Area, the Bike Plan proposes an extensive system of bike lanes and shared use paths along arterial streets. The proposed bikeways will have connections to neighboring jurisdictions and amenities. Bike lanes along with other improvements are currently being constructed on portions of Roberts Road. Bike lanes are slated to be added to Hilliard-Rome Road between Roberts Road and I-70, with construction to commence in the spring of 2011, providing a link to Hilliard bike lanes. No other bikeway projects are currently scheduled for construction within the area.
- Pedestrian Movement** - Sidewalks are located within most residential areas but generally are not present along major arterial streets within the planning area. It is estimated that 50% to 60% of the city of Columbus does not contain curbs and/or sidewalks. Some of these areas are older and built when sidewalks were not a standard requirement. Sidewalk gaps also exist within sections of the city that were originally developed within a township and later annexed to the city. Operation SAFEWALKS was created in February 2007 to provide designated pedestrian routes along major arterial roadways through the investment in new roadway infrastructure, including sidewalks, within the city of Columbus. Public funding available for this program is limited, and as a result, major arterial roadways missing sidewalks are prioritized and scored on a scale of 1-10 based on weighted criteria, with 10 being the highest priority, and 1 being the lowest. Examples of selection criteria include presence in the older portions of the city, senior population levels, car ownership patterns, sidewalk gaps and existing sidewalk conditions, school walking routes, and pedestrian-related crash rates.

**Table 7. Major Roadways from the Columbus Thoroughfare Plan (1993)**

Street	Classification	Classification Description
Hilliard-Rome Road	4-2D	Four moving lanes with median divider.
Wilson Road	4-2D & 4-2	Four moving lanes with median divider & Two-way streets that include four moving lanes.
Trabue Road	4-2	Two-way streets that include four moving lanes.
Roberts Road	4-2	Two-way streets that include four moving lanes.
Alton & Darby Creek Road	4-2	Two-way streets that include four moving lanes.
Scioto & Darby Creek Road	4-2	Two-way streets that include four moving lanes.
Walcutt Road	4-2	Two-way streets that include four moving lanes.
Dublin Road	4-2	Two-way streets that include four moving lanes.
Spindler Road	C	Two moving lanes and two parking or additional moving lanes in two directions
I-270	Freeway	Freeways / Expressways - Divided high-speed roads with rights-of-way and pavement widths that vary
I-70	Freeway	Freeways / Expressways - Divided high-speed roads with rights-of-way and pavement widths that vary



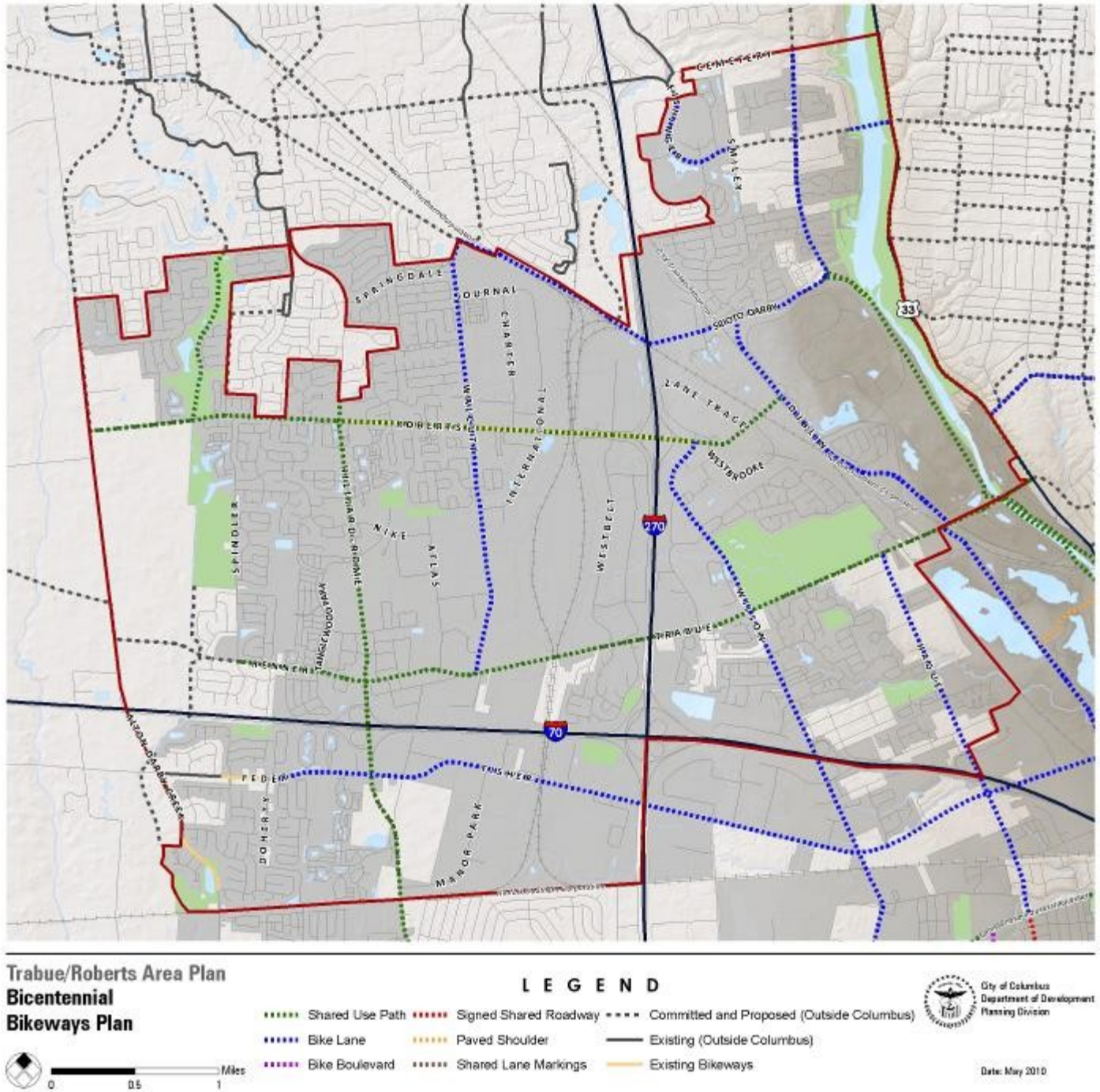
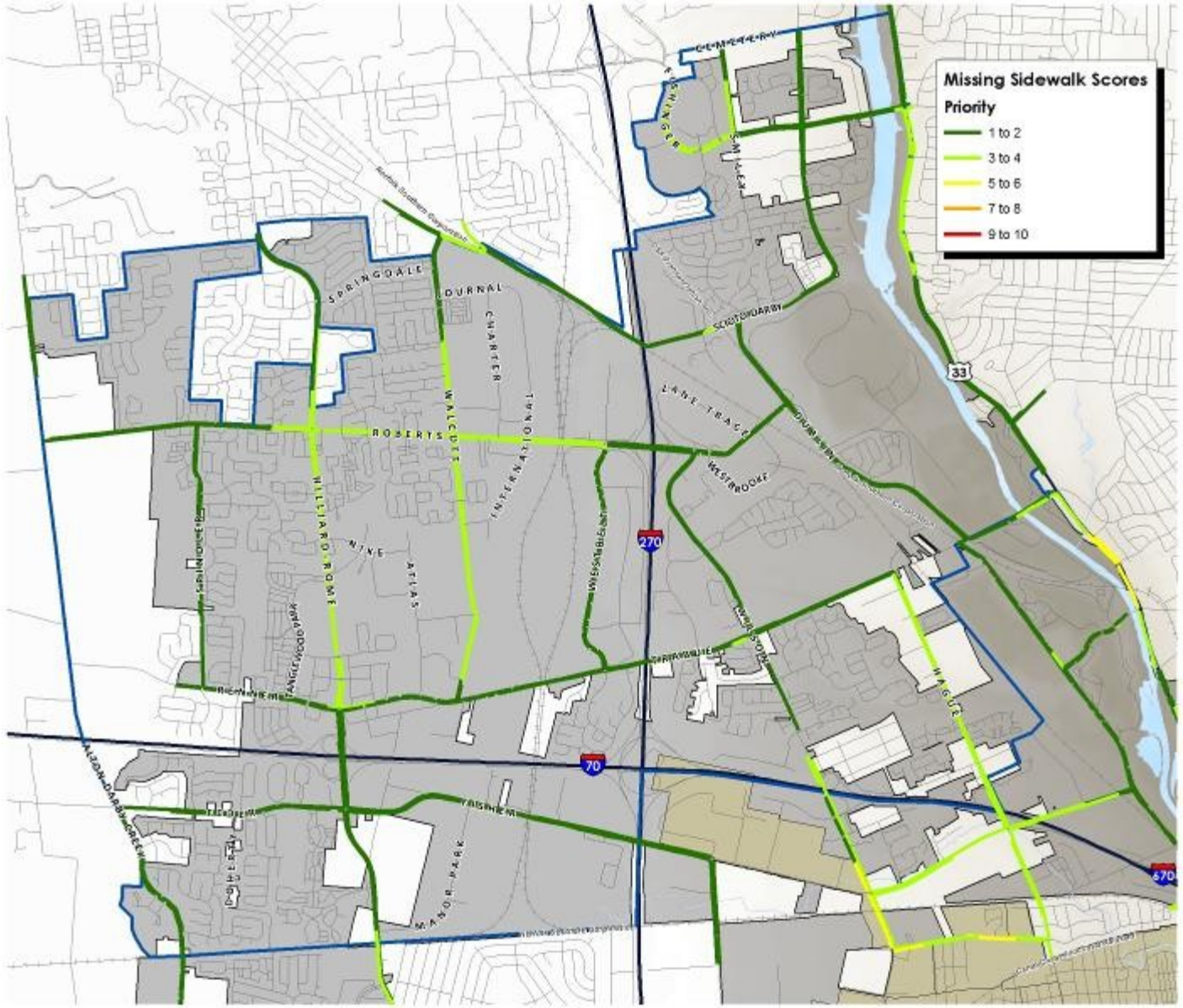


Figure 12

## Existing Conditions

### Trabue/Roberts Area Plan



### Trabue/Roberts Area Plan Operation Safewalks



### LEGEND

- Planning Area Boundary
- City of Columbus Boundary
- 1958 City of Columbus Boundary



City of Columbus  
Department of Development  
Planning Division

Date: April 2010

Figure 13



Sidewalks are absent on major roads in the area, such as Alton Darby Creek Road, Dublin Road, Feder Road, Fisher Road, Fishing Road, Hague Avenue, Trabue Road, Scioto Darby Creek Road, Walcutt Road, and portions of Renner, Roberts, and Spindler Roads. Major improvements to construct new sidewalks in the planning area include the proposed reconstruction of Hilliard-Rome Road, between Roberts Road and I-70 and the current reconstruction of Roberts Road between Hilliard-Rome Road and Westbelt Drive. The Hilliard-Rome Road project is scheduled to begin in the spring of 2011. No other sidewalk improvements are currently scheduled. Figure 13 illustrates the missing sidewalk scores in the Trabue/Roberts Planning Area.

## Community Facilities

Community facilities reviewed include recreation and parks, municipal facilities, and schools.

- Recreation and Park Facilities** - While there are no city of Columbus Recreation Centers within the planning area, residents can take advantage of 662 acres of public parkland. Griggs Reservoir, which includes Indian Village Day Camp and Duranceau Park, is located at the eastern edge of the planning area along the Scioto River. Also located within the area are Clover Groff Natural Area, Clover Parkland, Clover-Kenney Parkland, Fisher Road Parkland, Frank's Park, Hilliard Green Park, Raymond Memorial Golf Course, Redick Park, Spindler Road Park, Trabue Woods, and Wexford Green Park. There is a 10-acre easement south of Roberts and east of the Clover-Groff. There are also 50-foot conservation easements along the properties east of the stream and south of Frank's Park. These easements allow for future stream restoration and trails.
- Other Facilities** - The Trabue/Roberts area has two city of Columbus fire stations. Libraries, urgent care, police stations, healthcare centers, and hospitals are all within a 3-mile radius of the planning area.
- Schools** - The planning area is served by four public school districts. The school districts can be found on the school districts map and include Columbus City Schools, Hilliard City Schools, South-Western City Schools, and Upper Arlington City Schools. South-Western Schools has one school in the planning area, the North Franklin Elementary School; Hilliard City Schools has four facilities, Alton Darby Elementary School, Darby Creek Elementary School, Hilliard Crossing Elementary School, and Horizon Elementary School.

In 1986 Columbus City Schools and many Franklin County suburban school districts signed an agreement commonly known as the "win-win" agreement. Prior to this, when the city of Columbus annexed new territory it generally remained within a suburban school district. The 1986 agreement changed that practice.

Now territory that is newly annexed by the city of Columbus typically becomes part of the Columbus school district.

In the Trabue/Roberts Planning Area, the "win-win" agreement means that land in Franklin, Norwich, and Prairie Townships currently served by Hilliard and South-Western Schools will generally be served by Columbus City Schools upon annexation to Columbus. The nearest Columbus public school facilities are located outside to the southeast of the planning area, along the Broad Street corridor in the Greater Hilltop Planning Area.



*Golf course located along Trabue Road*

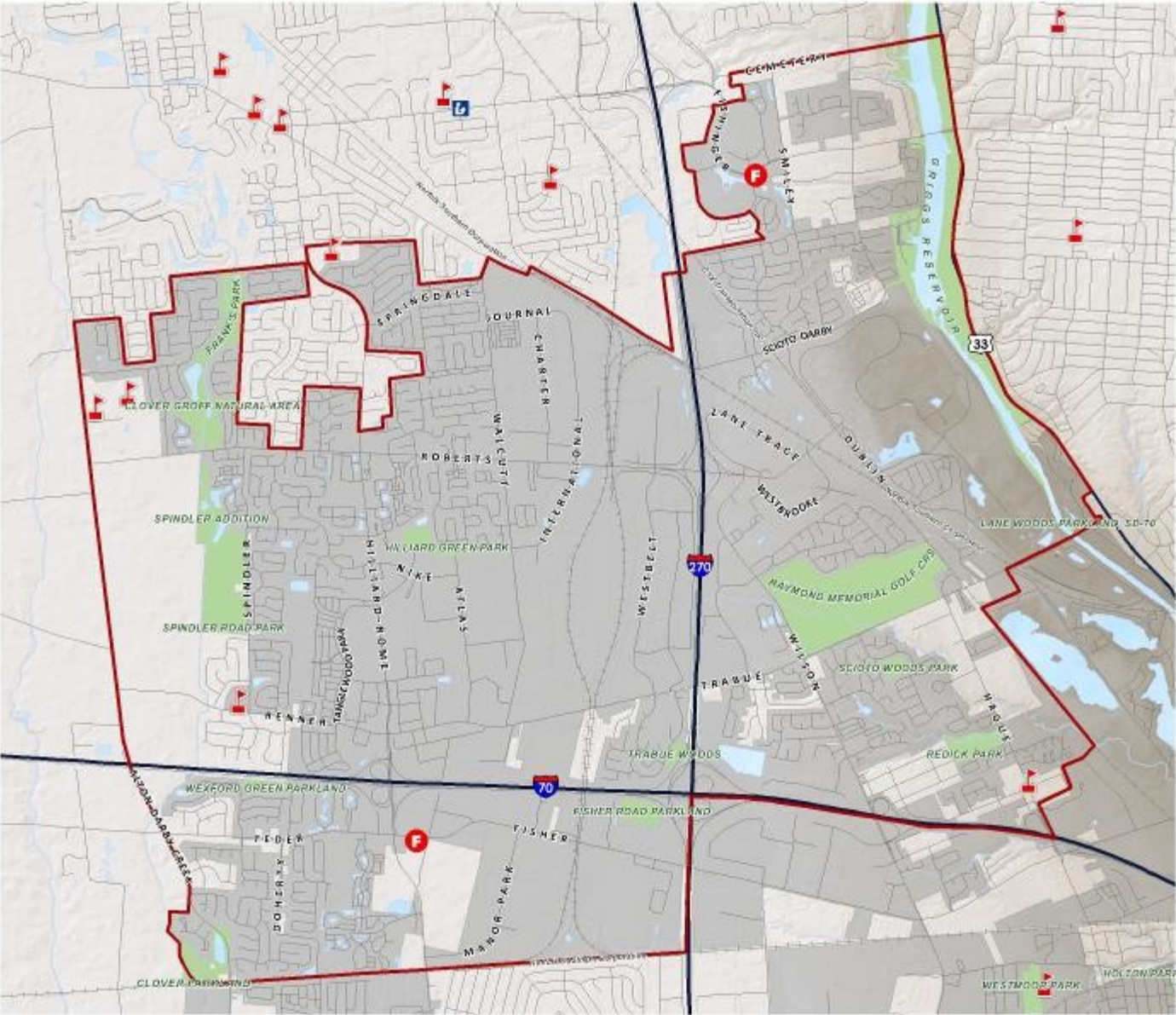


*Duranceau Park located within Griggs Reservoir*



# Existing Conditions

## Trabue/Roberts Area Plan



Trabue/Roberts Area Plan  
Community Facilities

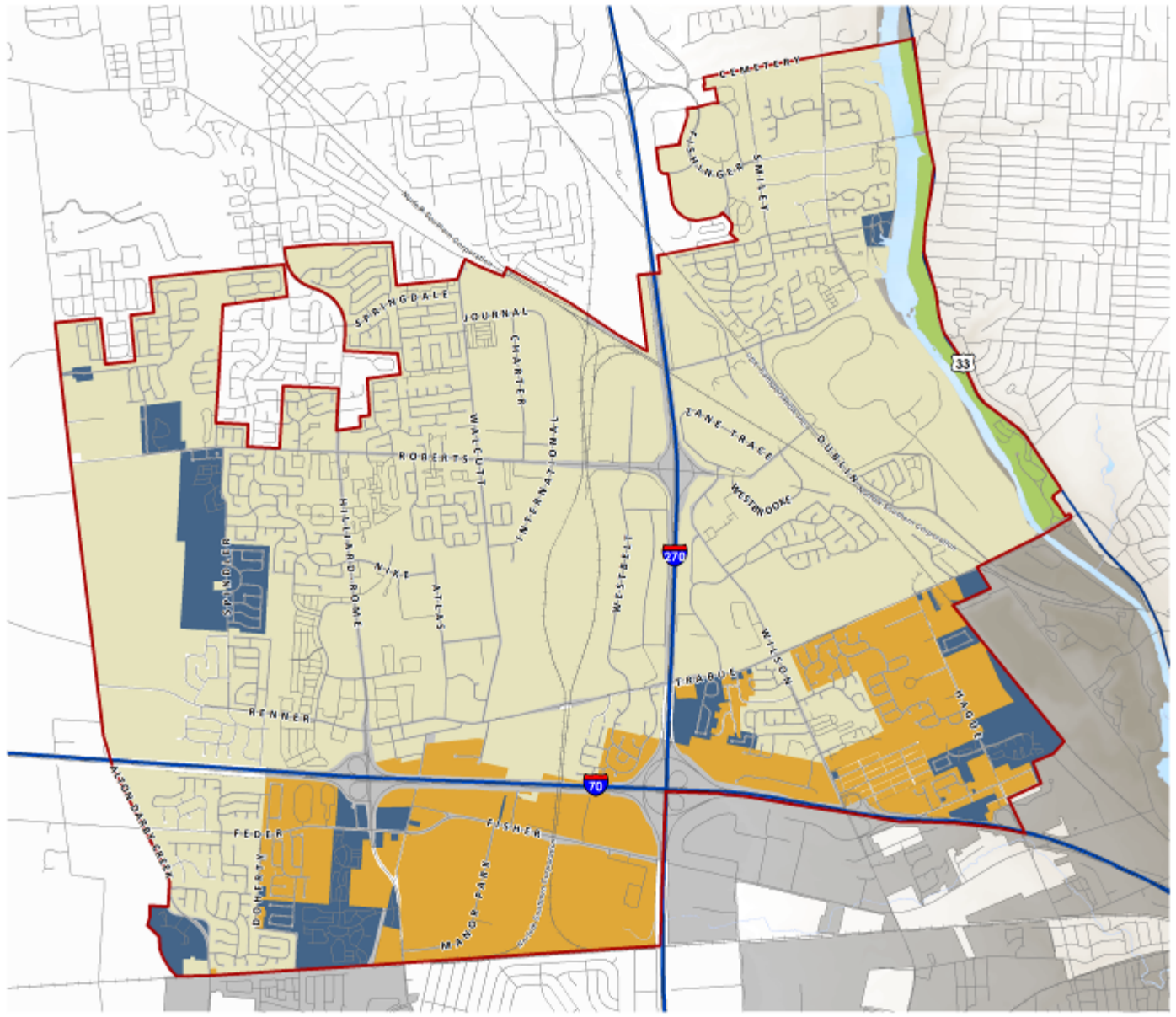
### LEGEND

- Fire Stations
- Libraries
- Schools
- Planning Area Boundary
- Parks
- City of Columbus Boundary



Date: May 2010

Figure 14



### Trabue/Roberts Area Plan School Districts

#### LEGEND

- Planning Area Boundary
- City of Columbus Boundary
- Columbus City Schools
- Hilliard City Schools
- South-Western City Schools
- Upper Arlington City Schools



City of Columbus  
Department of Development  
Planning Division

Date: June 2010

Figure 15



## Existing Conditions

### Trabue/Roberts Area Plan

## Public Input

A series of stakeholder interviews were conducted at the beginning of the planning process. The purpose of the interviews was to gain a preliminary understanding of the issues facing the Trabue/Roberts Planning Area. Individuals that live, work, or own a business in the area provided valuable information on a wide variety of topics.

The following is a summary of the Trabue/Roberts Area Plan stakeholder interviews.

- Respondents felt that the area has a wide variety of housing types, styles, and prices.
- The area could benefit from improvements to the urban form; problems include lack of definitive gateways, lack of buffering and screening from freeways, and unmaintained streetscapes.
- Development guidelines and/or an overlay in the area is needed, as new development along commercial corridors appears random.
- The area is well connected with access to freeways and Downtown, but public transportation such as bus routes and bus stops cannot be accessed by walking in most of the planning area.
- Auto transportation is a major problem in the area, most notably congestion, unreasonably high speed limits, and imperfect intersection designs.
- Respondents would like to take advantage of walking and biking, however the area is not pedestrian friendly. The area needs sidewalks and bike lanes with connections to parks. Residents have difficulty walking or biking to existing parks or other sections of the planning area.
- There are not enough businesses to serve the needs of the area in the northeast section of the planning area, particularly Mill Run.
- The area could benefit from a better variety of businesses.
- The area needs more public recreation facilities and parks.
- Respondents highly value natural resources and feel they are adequately protected.



*The area is well connected to freeway access*



*Respondents highly value natural resources and parks*



# Plan Recommendations

## Introduction

Plan Recommendations are organized around six development principles, and is an outgrowth of staff analysis and guidance from public input. The development principles contain policies and guidelines/strategies that are consistent with overall city of Columbus development-related policies and best practices. Together, the development principles, policies and guidelines/strategies are designed to progress from broad to specific and provide implementation specific direction. This creates a framework for future decision making in the areas of land use, transportation and urban design. Pictures and renderings are used where appropriate to illustrate Plan recommendations.

## Principle 1: Land Use

**Ensure a variety and availability of appropriately compatible residential, commercial and industrial settings.**

Land use defines how a property and/or a building is used. For neighborhoods to be sustainable over the long term, it is critical that a vibrant mix of uses is provided to help stabilize property values and provide for the needs of the residents for goods and services. Land use is the central element of the Trabue/Roberts Area Plan. The resulting future land use map and accompanying policies (collectively referred to as the land use plan) are the tools that will guide future growth, development, and redevelopment in the Trabue/Roberts Planning Area. Land use also provides the legal basis for zoning. To determine future land use for the Trabue/Roberts Area, the broad land uses of residential, commercial and industrial have been divided into more specific categories based on density and intensity of use. The land use categories are illustrated on the future land use map to provide a visual reference to the locations of each category. Definitions give context on the intent of each category. Each land use category corresponds to a range of specific zoning districts, helping to provide a consistent structure for the evaluation of development proposals (rezoning requests, variances or use permit applications). Development proposals will be evaluated in terms of their compatibility with the future land use plan, as well as other factors including infrastructure capacity, urban design requirements, natural resource protection and traffic circulation.

## Policy:

*New development and redevelopment should be consistent and compatible with the land use, density, and pattern of the surrounding area.*

## Guidelines/Strategies:

- Infill development within existing areas should be consistent with the future land use map.
- Non-residential uses are generally not appropriate in existing residential areas except where designated on the future land use map.
- Residential uses are not appropriate in existing industrial and employment center areas except where designated on the future land use map.
- New development and redevelopment should provide features that contribute to a healthy lifestyle, encourage social interaction and sustain property values, such as sidewalks, trails, bicycle paths, and open spaces.
- Redevelopment and reuse of vacant and underutilized commercial and office sites is recommended.
- New residential housing should offer a range of housing types, sizes, and price.



*Transition of land uses from multi-family, commercial, and office*

## Trabue/Roberts Area Plan



**Table 8. Land Use Classification**

Classification	Typical Density	Description
Very Low Density Residential	Less than 2 du/acre	This classification is characterized by single family residential development ranging from large lot with on-site well and septic systems to subdivisions served by centralized utilities. In many cases, this classification addresses quasi rural development patterns in developing areas.
Low Density Residential	2 to 4 du/acre	This classification is characterized by single family residential development in the form of subdivisions served by centralized utilities.
Low-Medium Density Residential	4-6 du/acre	This classification is characterized by predominantly single-family development, with limited amounts (generally 10% or less) of two-four unit buildings interspersed - often at intersections or along larger streets. In suburban areas, this category may also include lower density townhouse and condominium development.
Medium Density Mixed Residential	6-10 du/acre	This classification of residential development is common in older neighborhoods and can include single-family, doubles, and townhouses. In suburban areas, this category is characterized by townhouse and condominium development as well as smaller lot single-family. New development should reinforce the existing pattern and type of residential in the neighborhood. Somewhat higher densities and multi-story buildings with more than four units per building may be considered for areas that are immediately adjacent to a neighborhood's primary corridor(s). Proposals for multifamily development in these areas must demonstrate that they will not adversely impact the existing development pattern of the area.
Medium - High Density Mixed Residential	10 to 16 du/acre	A variety of dwelling types, including doubles, townhouses and multi-family are included in this category. It exists in both older neighborhoods and suburban areas. New development patterns should reinforce the existing pattern and type of residential in the neighborhood. Somewhat higher densities may be considered for areas that are immediately adjacent to a neighborhood's primary corridor(s). Proposals for multifamily development in these areas must demonstrate that they will not adversely impact the existing development pattern of the area.
High Density Residential	16 to 45 du/acre	This classification is intended for multi-story multifamily housing in specific areas where high density is considered appropriate, such as the primary corridors of older neighborhoods. Each development application must be reviewed on a case by case basis, be judged on its own merits, and must consider the specific site and the site's context (adjacent uses and development pattern). Proposals that include the highest end of the density range should include structured parking and be located at primary intersections and particularly scrutinized in regard to their contribution to street level activity, relationship to adjacent neighborhoods, building materials, and architecture.
Very High Density Residential	45 and higher du/acre	This classification would permit multi-story multifamily housing in limited areas of the city. Parking would be structured. As with the high density classification, each development application must be reviewed on a case by case basis, judged on its own merits, consider the specific site and the site's context (adjacent uses and development pattern), and be scrutinized in regard to its contribution to street level activity, relationship to adjacent neighborhoods, building materials, and architecture.
Neighborhood Commercial	20,000 sf/ac	The function of this classification is to provide neighborhood commercial services. These areas contain multiple functions and act as local centers of economic activity. Examples include smaller scale retail, office, or institutional uses, including gas stations with convenience stores that are built to Urban Commercial Overlay design standards. Neighborhood commercial uses should be located at key intersections and nodes along minor arterials and collectors that intersect with arterials.



## Plan Recommendations

### Trabue/Roberts Area Plan

**Table 8. Land Use Classification (Continued)**

Classification	Typical Density	Description
Commercial	10,000-12,500 sf/ac	The Commercial classification supports retail, office, or institutional uses that serve multiple neighborhoods. Gas stations built to Community Commercial Overlay design standards may be supported. Commercial uses should be located along arterials and at key intersections. Large scale shopping centers and regional malls, big box retailers, and similar retail uses may be appropriate dependent on location.
Mixed Use (Neighborhood)	20,000 sf/ac 16-45 du/acre	This classification is the same as the Neighborhood Commercial classification but also includes residential units located either above and/or next to the commercial, office, or institutional uses. Residential densities should fall within the range of 16 to 45 dwelling units per acre. Neighborhood mixed uses should be located at key intersections and nodes along minor arterials and collectors that intersect with arterials, as appropriate.
Mixed Use (Community)	10,000-sf/ac; 10-16 du/acre	This classification is the same as the Commercial classification but also includes residential units located either above and/or next to the commercial, office, or institutional uses. Residential densities should fall within the range of 10 to 16 dwelling units per acre. Community mixed uses should be located along arterials at key intersections and at interstate highway intersections.
Light Industrial	12,500 sf/ac	Light industrial uses should be located in older industrial areas, within industrial parks, and in limited locations on major arterials but not within close proximity of residential uses. Typical uses include light assembly, fabrication, and related uses.
Employment Center	10,000-15,000 sf/ac	This classification is intended for business and professional offices, technology park clusters, research and development, light industrial operations, and visitor service establishments, with retail only as a secondary use.
Office	15,000 sf/ac	Office uses should be located at major intersections, sites with freeway visibility, in mixed use buildings, or as a transition between residential and non-residential development. Office uses are also expected within Mixed Use and Commercial designations as secondary uses.
Institutional	N/A	Institutional uses include schools, government property, and houses of worship. These uses should be located on major arterials, in nodes of commercial activity, and within neighborhoods but only along arterials or collectors provided sites are sufficiently large to accommodate on-site parking.
Parks and Recreation	N/A	Parks should be integrated into residential neighborhoods and/or located adjacent to preserved open spaces. Parks are either publicly- or privately-owned recreational facilities and include golf courses.
Open Space	N/A	Open space should be conserved lands that are not suitable for development, such as the floodway, wetlands, major wood stands, steep slopes and ravines, and species habitat. These are natural areas that do not provide recreational facilities.
Agriculture	N/A	Agriculture includes the full range of agricultural activities consistent with city health and nuisance requirements, including cropland and animal husbandry.
Quarry/Quarry Reuse	N/A	Quarries should be located in existing locations. Reuse of quarry should be restored in a manner that is compatible with the community and maximize recreational reuse potential where appropriate.
Utilities and Railroads	N/A	Utilities and railroads should be located in existing locations.

### Trabue/Roberts Area Plan Land Use by Subareas

For ease of reference, the Trabue/Roberts Area Plan has been divided into five subareas depicted below.

Individual maps and additional recommendations are provided under each subarea section. Other development principles identified in the plan also contain recommendations relevant to these subareas.

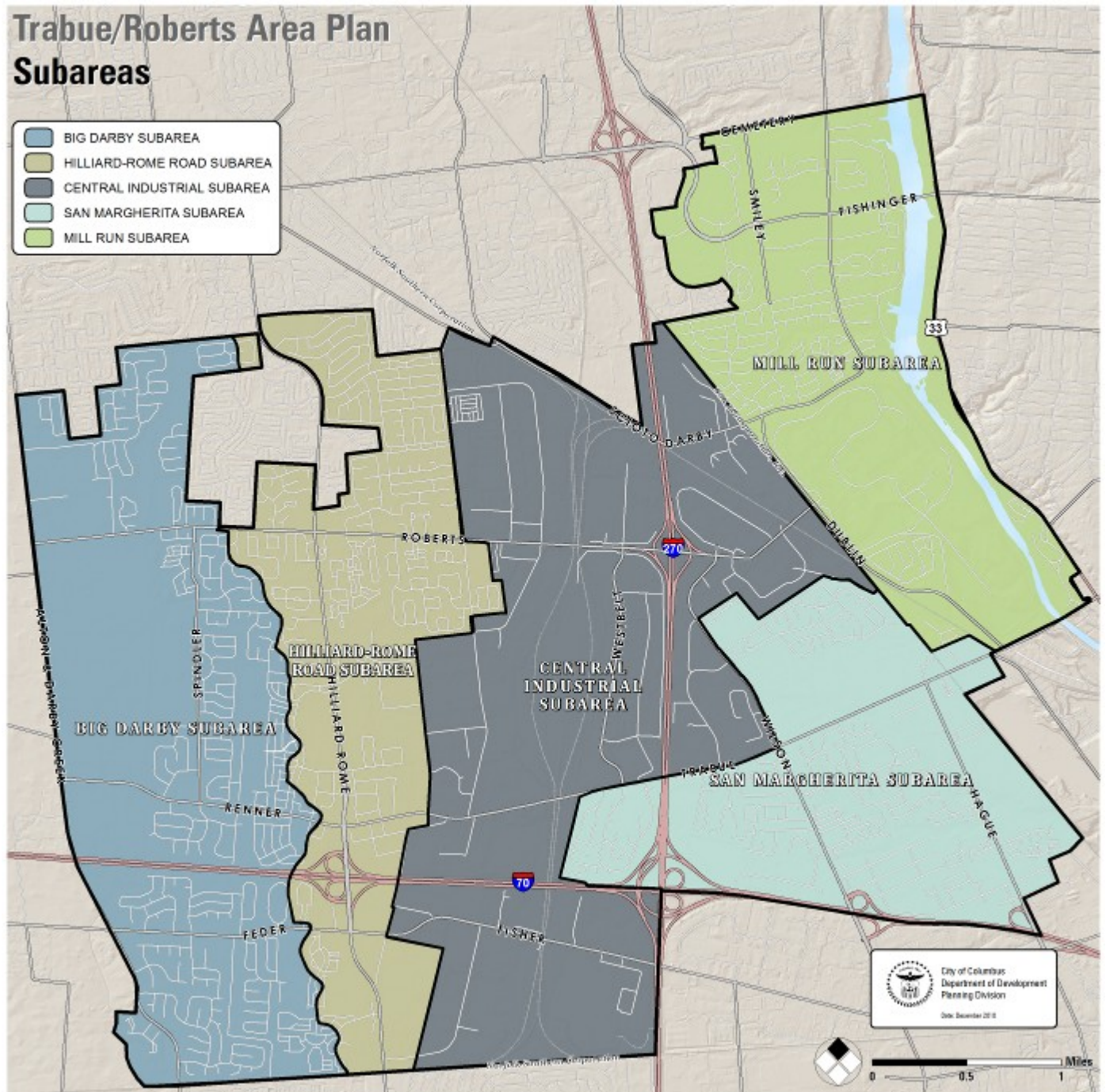


Figure 17



## Plan Recommendations

### Trabue/Roberts Area Plan

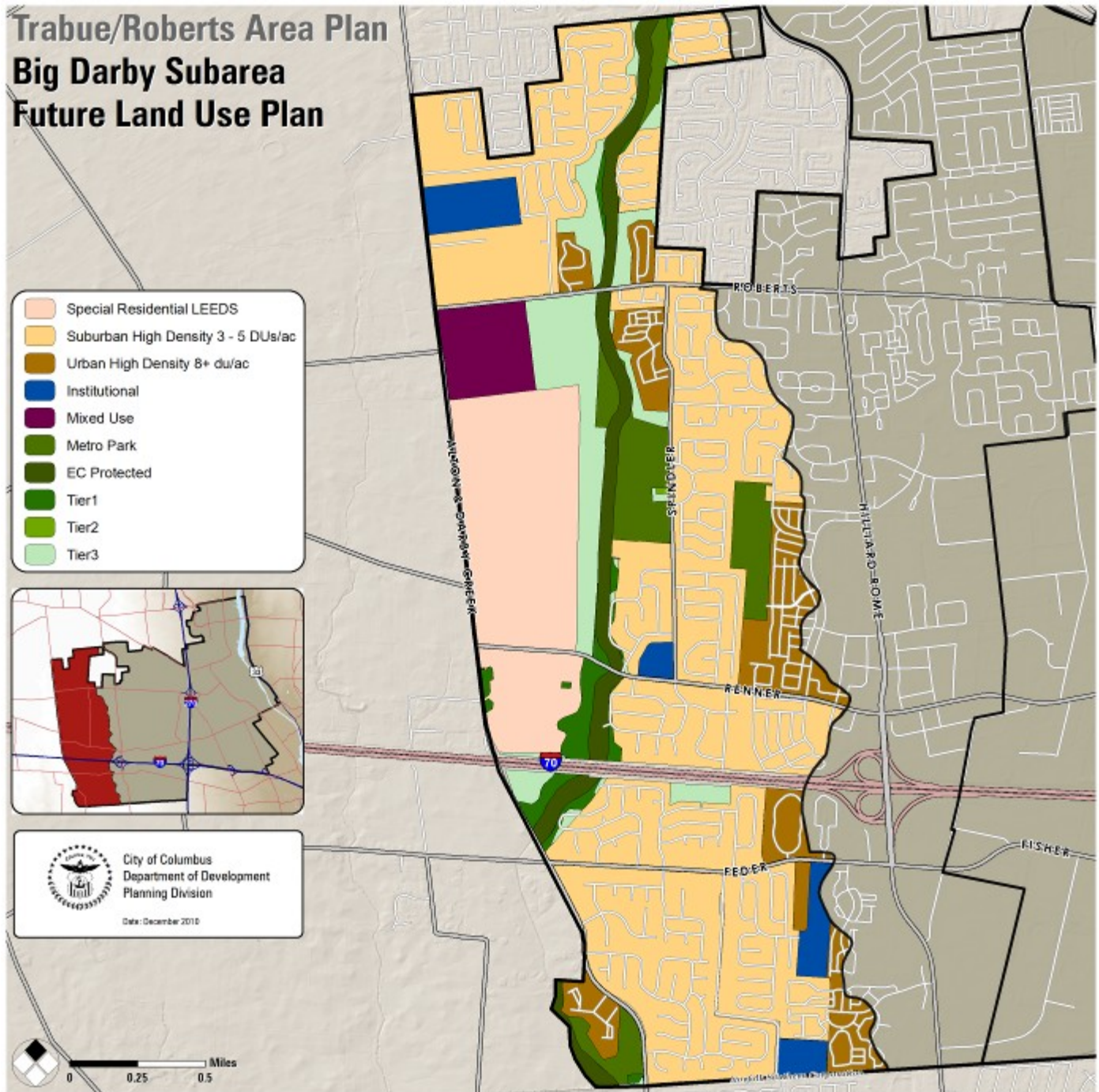


Figure 18



## Big Darby Subarea

The Big Darby Subarea is located in the western edge of the Trabue/Roberts Area Plan and within the Big Darby Creek Watershed. The Big Darby Watershed in central Ohio is one of the most biologically diverse aquatic systems in the Midwest. Due to this sensitivity, the *Darby Accord Watershed Master Plan* was created in an effort to protect and preserve the watershed while providing guidance for managed growth. The plan is the result of a partnership by Columbus and nine other jurisdictions. Columbus adopted the Accord in 2006. It is intended to serve as a multi-jurisdictional guide for development and conservation. The Darby Accord identifies the area of the watershed located in the Trabue/Roberts Area Plan to be primarily residential, including the Special Pilot Leadership in Energy and Environmental Design (LEED) Area, with stream corridor protection zones along the Clover Groff Run. The LEED Area, located east of Alton and Darby Creek Road and south of Roberts Road, is to be developed at approximately 3 dwelling units per acre, in addition to an area of mixed use. The capacity for this area is approximately 1,400 equivalent dwelling units, although the mixed use development will include non-residential uses.

## Additional Guidelines/Strategies:

- Development and redevelopment proposals should acknowledge and respect the character of the Big Darby Watershed.
- The land use recommendations of the *Big Darby Accord Watershed Master Plan* are incorporated directly into this plan. In a few instances additional open space is reflected that was not identified on the Accord land use map. The provisions of the Accord apply to that portion of the Trabue/Roberts area within the watershed, and take precedence over other aspects of this plan.
- New development and redevelopment and expansion proposals should be consistent with the subarea's proposed land use map.

Note: Other portions of this plan contain development-related policy guidance which apply to project proposals.



Clover Groff Run, part of the Darby Watershed along Renner Road

## Big Darby Accord

### Mission Statement

The Big Darby Accord consists of local governments within the Franklin County area of the Big Darby Creek Watershed. The mission of the Big Darby Accord is to cooperatively develop a multi-jurisdictional plan and accompanying preservation and growth strategies, capable of implementation, oversight, and enforcement, which are designed to:

- Preserve, protect and improve, when possible, the Big Darby Watershed's unique ecosystem by utilizing the best available science, engineering and land use planning practices;
- Promote responsible growth by taking measures to provide for adequate public services and facilities and promote a full spectrum of housing choice, as well as adequate educational, recreational, and civic opportunities, for citizens of each jurisdiction and for Central Ohio;
- Create a partnership that recognizes the identity, aspirations, rights, and duties of all jurisdictions and that develops methods of cooperation among the partners through means which include the cooperative utilization of public services and facilities; and
- Capitalize on the results of other efforts by considering local comprehensive plans, as well as the work of the Environmentally Sensitive Development Area External Advisory Group, the Hellbranch Watershed Forum, the 21st Century Growth Policy Team, and other local planning and zoning efforts, in the development of the plan.



Undeveloped land in the Darby Watershed east of Alton and Darby Creek Road



### Accord Plan Principles

- Protection of environmentally sensitive areas.
- A general land use plan that balances environmental protection and responsible growth.
- A general land use plan that recognizes existing sewer and waste water treatment capacities, while taking into account the rights accorded watershed landowners under current zoning.
- Growth will be served by adequate public facilities, particularly central sewer.
- A development policy that provides for mechanisms to acquire environmentally sensitive areas.
- A memorandum of understanding among Accord members to implement the agreed upon plan.
- Development without the condition of annexation
- Mechanisms for cooperative revenue sharing among Accord members.
- Water quality, biological integrity, and adaptive management.

### Big Darby Accord Advisory Panel

The Big Darby Accord Advisory Panel was formed by the Big Darby Accord Plan as a voluntary advisory body to serve the public interest by advising the Member Jurisdictions regarding the Panel's interpretation of the principles and standards set forth in the Plan.

A primary purpose of the Panel is to review Applications from the Member Jurisdictions for property located within the Big Darby Tributary Area confirming that land use changes and zonings are consistent with the general land use plan and plan policies, establishing open space conservation areas, ensuring adequate public facilities and overseeing adaptive management principals.

The Big Darby Accord Advisory Panel meets on a monthly basis as needed to hear developments cases and panel member appointments consist of three representatives from the city of Columbus, two representatives from Franklin County, one representative from the city of Hilliard, one representative from Brown Township, one representative from Pleasant Township, one representatives from Prairie Township, and one at-large member.



Big Darby Creek



## Plan Recommendations

### Trabue/Roberts Area Plan

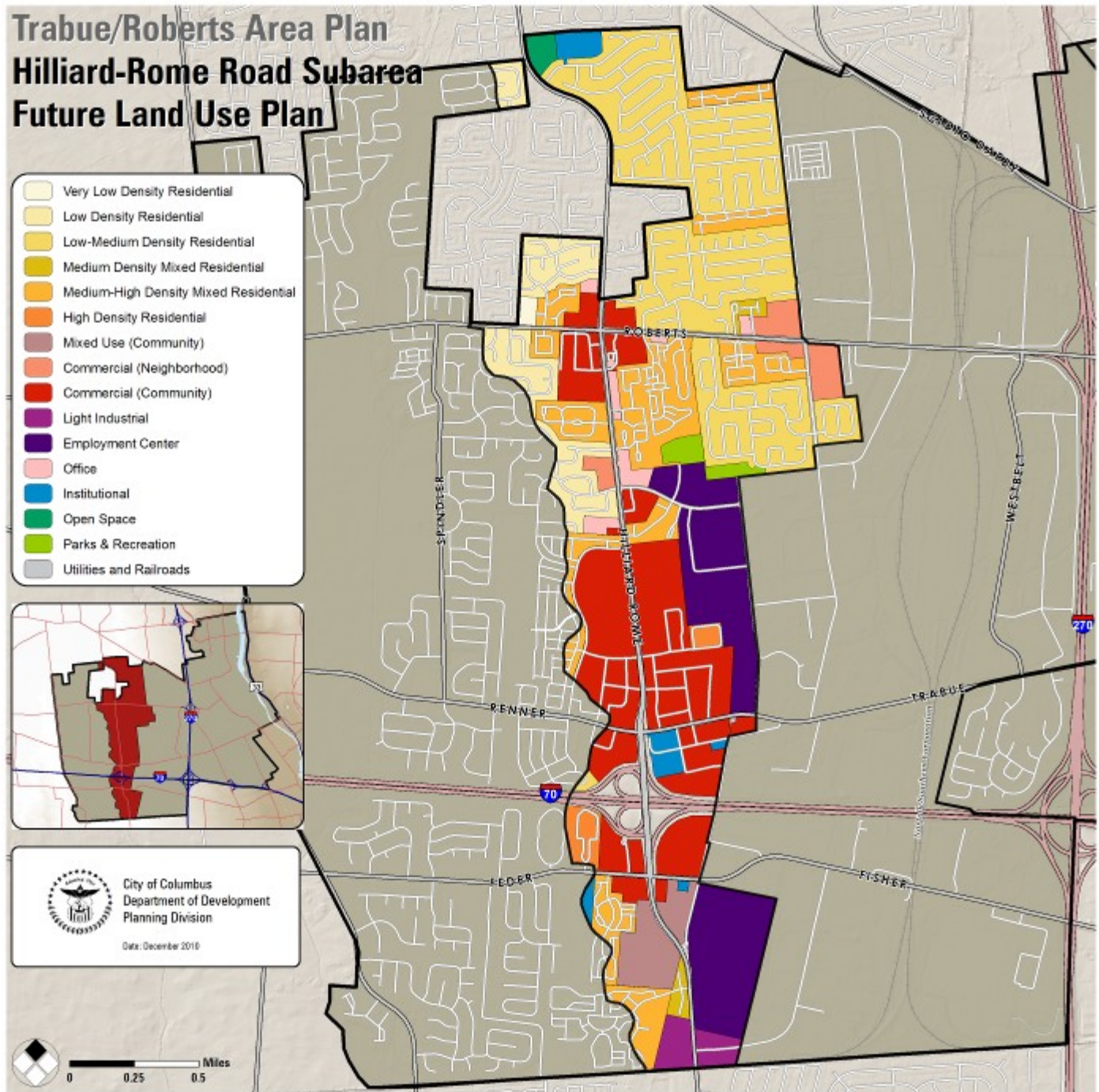


Figure 19

### Hilliard-Rome Road Subarea

The Hilliard-Rome Road Subarea, located east of the Big Darby Accord Watershed, is centered on the Hilliard-Rome Road Corridor and contains small portions of Prairie Township to the south. The Hilliard-Rome Road Subarea is the primary commercial corridor in the planning area, which includes a mix of neighborhood-, community-, and regional-scale commercial development, office, retail, and institutional uses. This subarea should remain the primary commercial corridor in the Trabue/Roberts Planning Area. The Hilliard-Rome Road Subarea also contains a significant amount of both single- and multi-family residential uses. Future residential development should be consistent with the recommended densities indicated on the Future Land Use Plan.

### Additional Guidelines/Strategies:

- Mixed use is recommended for the designated area south of Feder Road.
- Smaller, neighborhood-scale commercial uses are encouraged at the intersection of Roberts Road and Walcutt Road.
- Single-, two-, and three-family uses on Hilliard-Rome Road are discouraged.
- Light industrial development, including self storage, is discouraged in this subarea, except in areas designated on the Future Land Use Plan as appropriate for such uses, such as Employment Center.
- Pedestrian and bicycle access and connectivity is strongly encouraged
- Enhanced screening, landscaping, graphics, and other site development amenities are strongly encouraged.
- New development and redevelopment and expansion proposals should be consistent with the subarea's proposed land use map.

Note: Other portions of this plan contain development-related policy guidance which apply to project proposals.



Westpointe Plaza shopping center along Hilliard-Rome Road



## Plan Recommendations

### Trabue/Roberts Area Plan

#### Central Industrial Subarea

The Central Industrial Subarea is considered the Industrial District and is located in the central portion of the planning area. The Central Industrial Subarea includes the Buckeye Rail Yard, and a mix of major light industrial and distribution uses along its periphery and I-270. This is a significant economic development zone. Zoning in this subarea is predominantly manufacturing. Future land use recommendations include Employment Center and Light Industrial. Commercial uses in this subarea are limited, and commercial development is only recommended in the area designated on Roberts Road at the I-270 interchange. Secondary commercial uses may be supported in the Employment Center. Although one residential development is located in the Central Industrial Subarea, residential uses in this subarea should be strongly discouraged. Guidelines and strategies pertaining to the Central Industrial Subarea are outlined in the Industrial District Policy below. Small portions of Prairie Township are located within this subarea.

#### Policy:

*The Industrial District should continue as an employment center.*

#### Guidelines/Strategies:

- Future land uses in the Industrial District may include light industrial (not heavy industrial), research, laboratory, or mixed use (see mixed use strategy below). Residential and institutional uses are inappropriate.

- Industrial development should be located in those areas designated on the Future Land Use Plan as appropriate for such uses.
- Non-polluting green businesses should be encouraged.
- Mixed use development incorporating office and retail uses may be supported if these uses are ancillary in nature and supportive of the broader employment base.
- Stand alone retail should not be supported.
- Residential should not be supported.
- Rezoning of commercially- and industrially-zoned land to residential use should be discouraged.
- Urban design standards should be used to improve the image and quality of life of the area as a means to attract new businesses, with a special focus on landscaping, screening and buffering, and lighting.
- New businesses should be located on vacant or underutilized land that takes advantage of available infrastructure and is consistent with the land use plan.
- Economic development tools should be used to spur the redevelopment of vacant buildings.
- New development and redevelopment and expansion proposals should be consistent with the subarea's proposed land use map.
- Where feasible, designated bike and pedestrian access should be provided to encourage employees to use these modes of transportation.

Note: Other portions of this plan contain development-related policy guidance which apply to project proposals.



The Buckeye Rail Yard looking south on Trabue Road



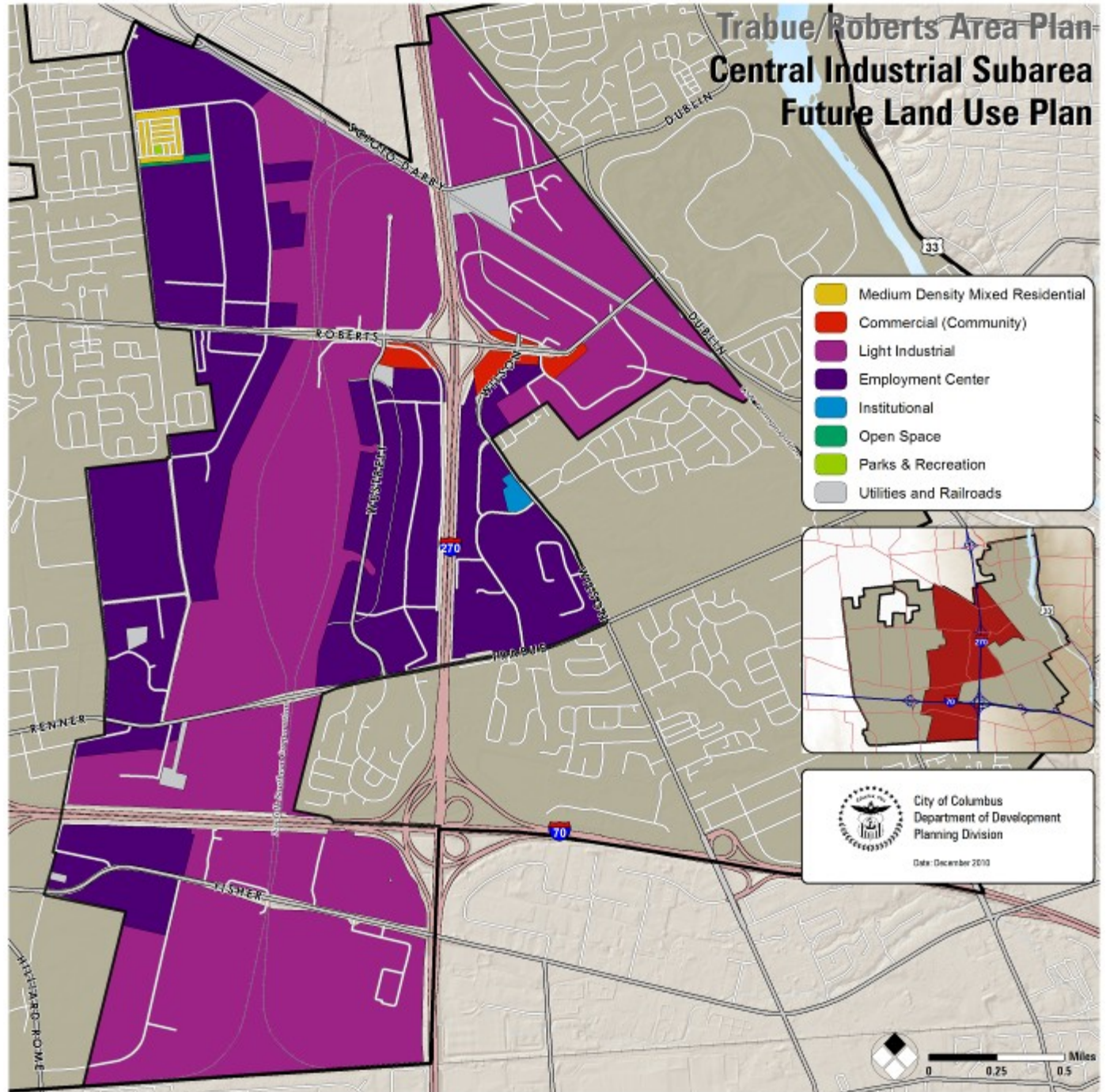


Figure 20

Plan Recommendations

Trabue/Roberts Area Plan

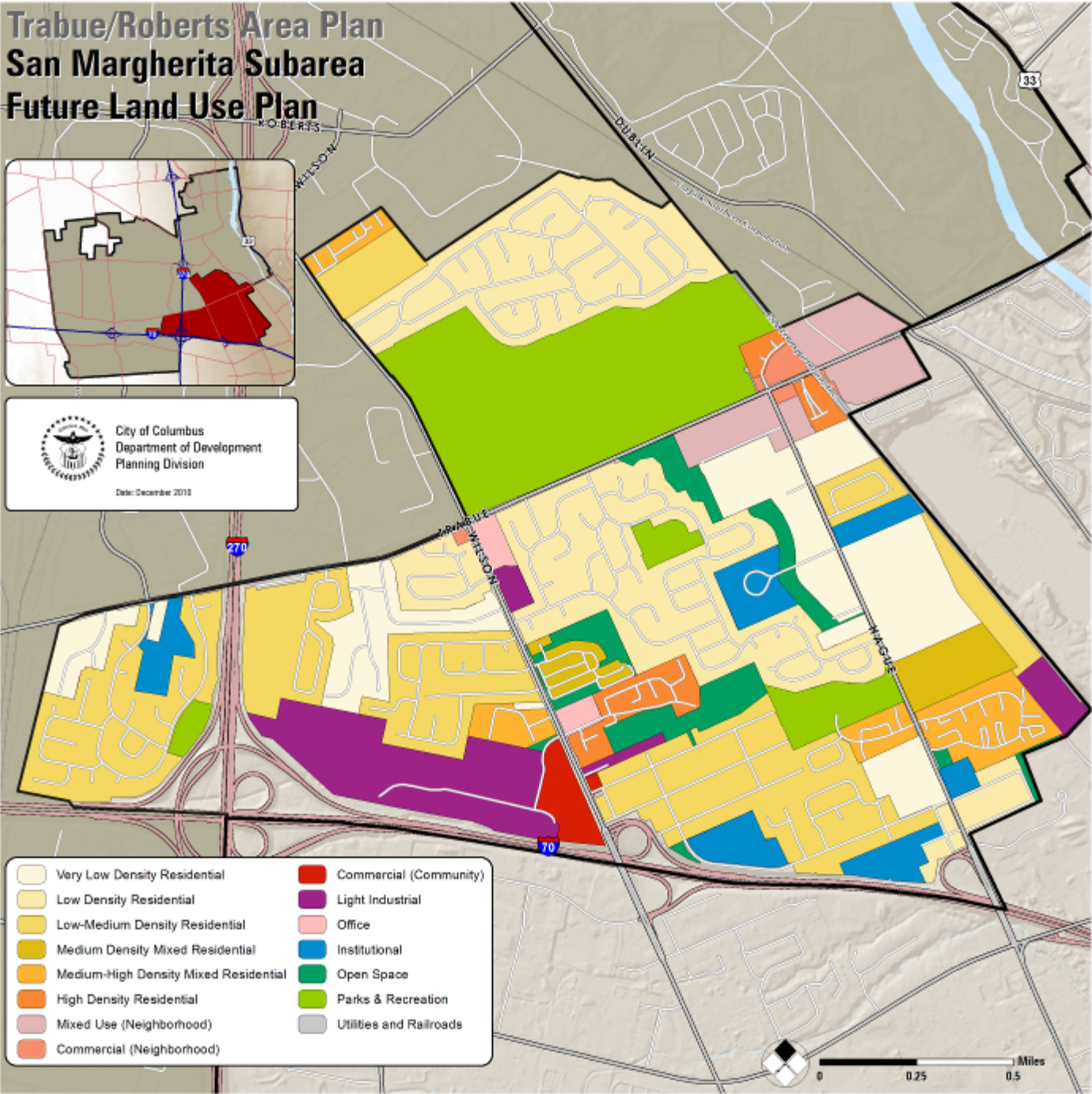


Figure 21



## San Margherita Subarea

The San Margherita Subarea is located in the southeastern portion of the planning area, and home to the unincorporated village of San Margherita. Although most of the businesses in San Margherita have been demolished, some of the residential housing still remains on deep, 1-acre lots and retain their original character. The subarea consists of portions of Franklin Township and encompasses a substantial amount of residential development at varying densities. Zoning is primarily residential, rural, and multi-family. Future residential development should be consistent with the recommended densities indicated on the Future Land Use Plan. Neighborhood-scale commercial and mixed use development is recommended in this subarea. Several city of Columbus parks are within this subarea, including the Raymond Memorial Golf Course.

## Additional Guidelines/Strategies:

- Large-scale commercial development is discouraged on Trabue Road east of Wilson Road.
- Additional residential infill is supported.

- A number of areas on the land use map depict very low density residential. These areas are generally large lot single-family residential uses within the Township. Should these areas be annexed, residential should remain the preferred land use. Future redevelopment of these areas should be at density levels compatible and consistent with existing surrounding residential density patterns. In addition, techniques such as sensitive site design and cluster development should be utilized to preserve open space, natural resources, and other ecologically sensitive areas.
- Large lot, single-family home sites on Hague Avenue south of Trabue Road should not be converted to non-residential uses.
- Pedestrian and bicycle connections should be promoted.
- New development and redevelopment and expansion proposals should be consistent with the subarea's proposed land use map.

Note: Other portions of this plan contain development-related policy guidance which apply to project proposals.



*Trabue Road facing east between Hague Avenue and Wilson Road*



## Plan Recommendations

### Trabue/Roberts Area Plan

## San Margherita

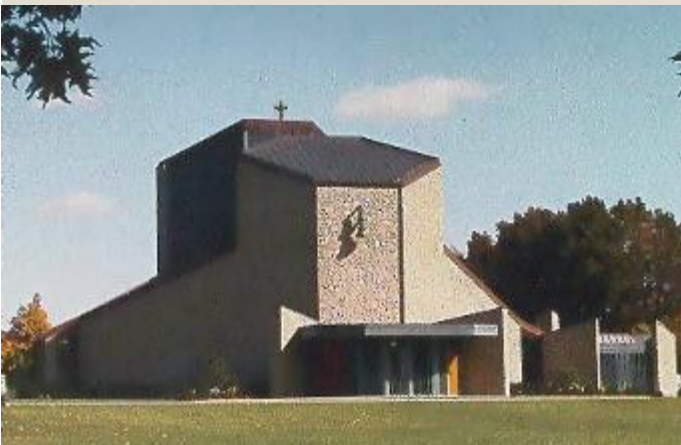
Located within the city of Columbus, Franklin Township, and Norwich Township, lies the unincorporated community of San Margherita. San Margherita dates back to the turn of the twentieth century. Residential properties resembled small farms with large rear yards that contained vineyards, vegetable gardens, and small livestock such as pigs, chickens, and ducks. While most businesses today are non-existent, the residential lots and character reflect this past, and still retain its agricultural identity. The method in which the Trabue/Roberts Area Plan will influence redevelopment is through the plan's land use and urban design recommendations. These are the overall guidelines concerning the future use and form of whatever may be built in this area. In recognition of the significance and history of San Margherita, the plan outlines criteria and recommendations as redevelopment proposals are evaluated. The Guidelines/Strategies comprise these criteria and recommendations and should serve as a reference for governmental agencies, potential developers, and the public.

### Guidelines/Strategies:

- Commercial development should be neighborhood-scale, mixed use development.
- Auto-oriented uses such as auto repair, drive-through commercial, and vehicle sales should be discouraged to preserve this as a neighborhood-focused area.
- The area east of the railroad tracks on Trabue Road is a gateway to the Trabue/Roberts Area. Neighborhood-scale mixed use including retail, office, and residential should be the focus of redevelopment.
- The Urban Commercial Overlay design standards should be applied to the San Margherita Area.
- An attractive gateway should be created on Trabue Road identifying San Margherita.



*Examples of neighborhood-scale mixed-use development*



*St. Margaret of Cortona Church*



*Local business on Trabue Road facing northeast*



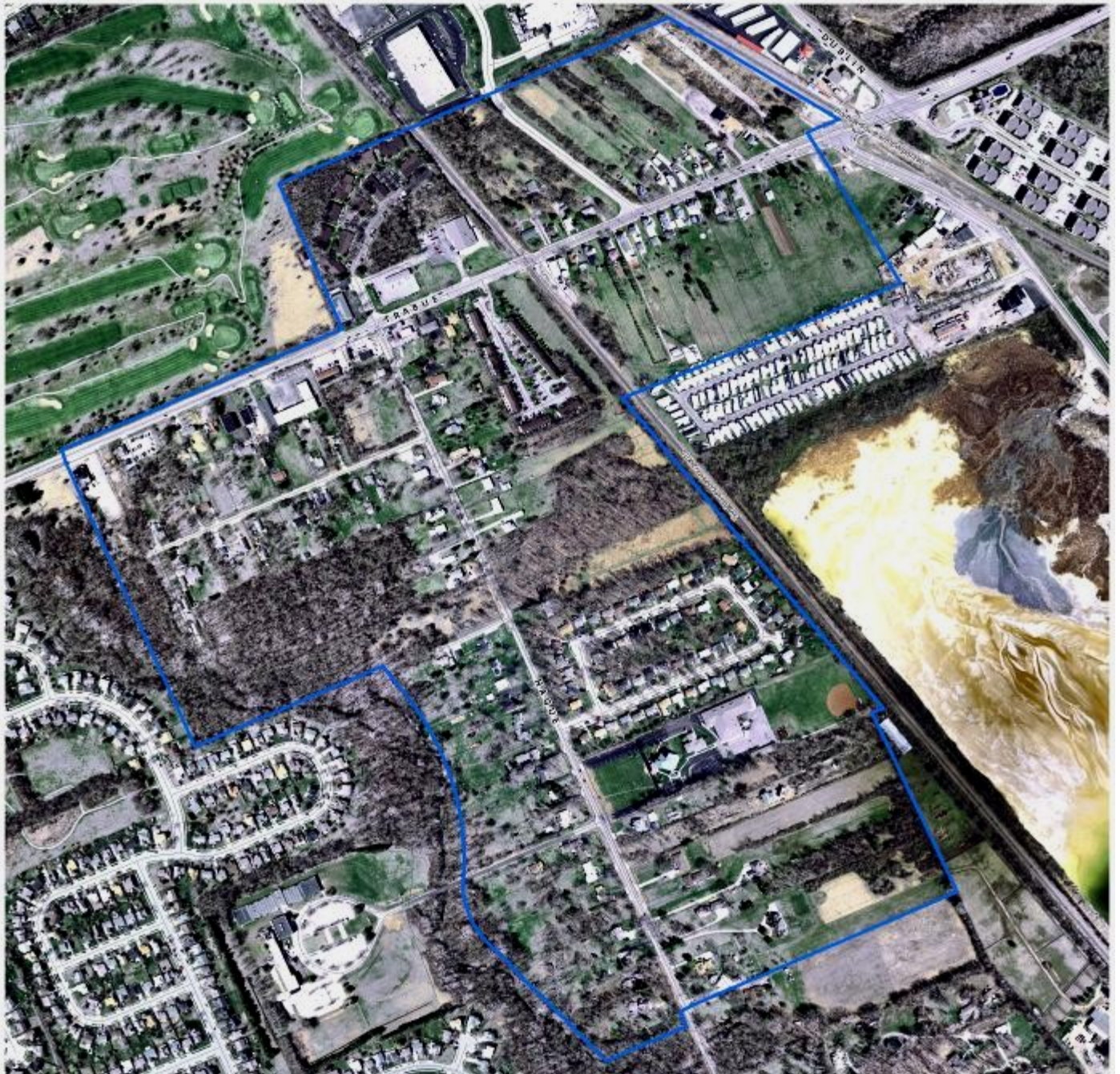


Figure 22: San Margherita



## Plan Recommendations

### Trabue/Roberts Area Plan

#### Mill Run Subarea

The Mill Run Subarea is located on the eastern edge of the Trabue/Roberts Area Plan and includes the Marble Cliff limestone quarry, Griggs Reservoir, and portions of Norwich Township. Zoning in the Mill Run Subarea is a mix of rural, residential, multi-family, industrial (quarry), and commercial. Existing development generally follows the zoning pattern and consists of residential, commercial, industrial, and recreational uses. The Mill Run Subarea contains a mix of residential densities, although most are lower density single-family residential. Areas within Norwich Township are primarily large lot, low-density residential single-family uses. The operational stone quarry has a permit to be mined until 2022, which may be renewed at that time. The commercial corridor of the subarea is Fishinger Boulevard at Mill Run. Mixed use, commercial, office, and retail uses are supported.

#### Additional Guidelines/Strategies:

- Abandoned quarry uses should be restored in a manner that is compatible with the community and maximizes recreational reuse potential where appropriate.
- No additional commercial development should be supported along US 33.

- Buffering and screening should be maintained between the quarry and nearby residential uses.
- Infill development should be compatible with the future land use map.
- A number of areas on the land use map depict very low density residential. These areas are generally large lot single-family residential uses within the Township. Should these areas be annexed, residential should remain the preferred land use. Future redevelopment of these areas should be at density levels compatible and consistent with existing surrounding residential density patterns. In addition, techniques such as sensitive site design and cluster development should be utilized to preserve open space, natural resources, and other ecologically sensitive areas.
- Pedestrian and bicycle connectivity including access to public parkland should be facilitated.
- New development, redevelopment, and expansion proposals should be consistent with the subarea's proposed land use map.

Note: Other portions of this plan contain development-related policy guidance which apply to project proposals.



Aerial photo of the Marble Cliff limestone quarry



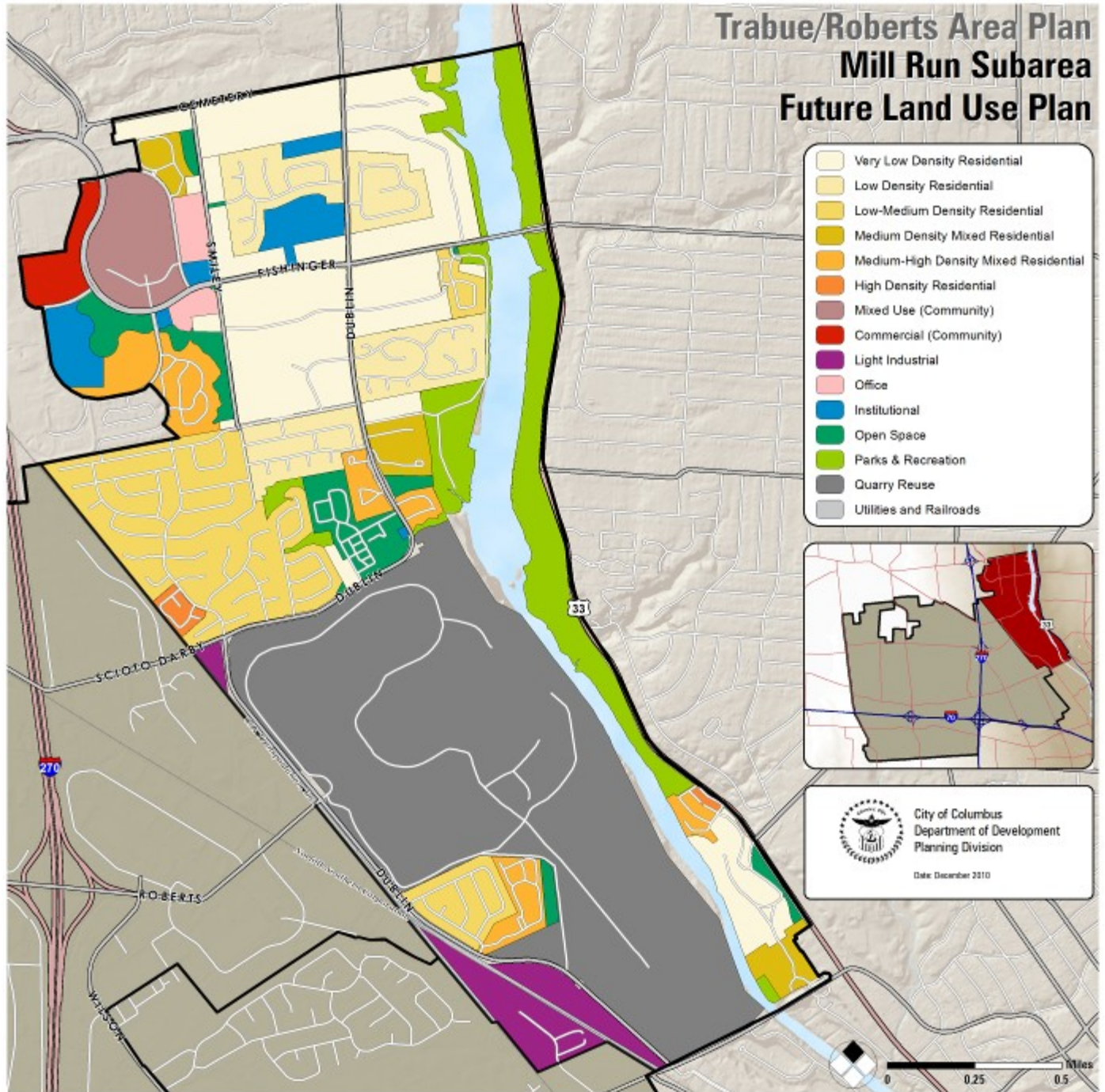


Figure 23

## Principle 2: Natural Resources

### Open space and significant environmental areas should be preserved.

Streams, forests, and wetlands are present in many parts of the planning area. Open space and significant environmental features provide recreational opportunities for residents, protect functioning ecosystems that support urban wildlife, manage stormwater runoff, act as a buffer between land uses, and enhance property values. The natural resource recommendations for the Trabue/Roberts Area focuses on protecting and building upon the existing network of open space, parks, and natural areas. These guidelines are intended to reinforce these goals and encourage development patterns that achieve a balance between natural resource protection and the built environment.

The western portion of the planning area lies within the Big Darby Creek watershed, specifically the Hellbranch tributary system. The *Big Darby Accord Watershed Master Plan*, adopted in 2006 by partner communities, contains numerous provisions for safeguarding this valuable resource. This plan defers to the *Accord's* recommendations for that portion of the planning area falling within the Darby watershed. In a few instances additional open space is reflected that was not identified on the *Accord* land use map

#### Policy:

*The provisions of the Big Darby Accord Watershed Master Plan apply to that portion of the Trabue/Roberts area within the watershed, and take precedence over other aspects of this plan.*

#### Policy:

*A neighborhood park, community park, or recreation facility (public or private) should be located within one-half mile of all residents.*

#### Guidelines/Strategies:

- As development/redevelopment occurs in the planning area, opportunities to develop parks and include green space should be explored.
- Enhanced connections to adjacent recreation areas should be incorporated in future developments when feasible.
- Where feasible, new development should provide for on-site open space to meet the passive recreation needs of the community.

- New developments should contribute their fair share of park land acquisition and development costs to ensure that local standards are met for such new development, consistent with code requirements.
- The city should pursue acquisition of additional parkland and recreation paths in underserved areas.
- Joint use of schools and recreation facilities should be considered where feasible.
- Quarry recovery should integrate lakes and greenways along the Scioto River.

#### Policy:

*Natural areas should be conserved and protected from the impacts of development.*

#### Guidelines/Strategies:

- Tree cover and wetlands should be conserved and incorporated into new development as open space features.
- Alternative methods to manage stormwater should be considered, such as bioswales, vegetated swales, native landscaping, naturalized detention and retention basins, minimizing impervious surfaces, and others.
- Natural features, including mature trees, slopes, wetlands and ponds, should be identified on site plans submitted as part of any zoning or variance application.
- A minimum of 35 percent of the mature trees on any development site should be preserved. Mature trees are defined as trees having a caliper of 6 inches or greater at a point 4 feet above grade.
- The 35 percent minimum tree preservation requirement should be in addition to those preserved as part of the regulated floodway or areas set aside for compliance with the city's parkland dedication ordinance.



*Natural feature located within the planning area*





- Tree preservation measures should be density-neutral. Any development densities that apply to the area of tree preservation may be transferred to the developable portion of the site. The overall site density would not change, but the net density of the developable portion of the site would be higher.
- Tree protection measures and/or tree protection areas should be incorporated into construction documents, site plans and development text through the zoning process whenever possible.
- Measures should be taken during the construction process to protect the trees intended for preservation, such as fencing.
- Streams, rivers, and wetlands should be included on development site plans and protected in accordance with the city of Columbus Stormwater Drainage Manual. Protected areas should be expanded when feasible to include other resources such as wooded areas.
- Existing tributaries, streams, and swales should be preserved and enhanced over time as greenways and considered for acquisition or the establishment of conservation easements.
- Streams that are currently diverted through culverts should be considered for "daylighting" as part of redevelopment of the site where economically feasible.

### Principle 3: Urban Design

#### The quality of the built environment is a reflection of a community's character and identity.

A poor visual image is more than an aesthetic issue; it can have significant economic consequences as individuals and businesses may be less likely to invest in an area considered undesirable. New investment and development is very important to ensure the long term economic viability of all neighborhoods. Such activity indicates that neighborhoods are stable places to invest private funds, while also providing necessary facilities that benefit the residents (new shops, places to work, places to live).

However, development should also respect the character of surrounding buildings and the area as a whole. New buildings should add to the built environment, sometimes even creating new iconic structures. Historic features should also be respected, even integrated into new development as the built environment organically evolves over time.

Continued development is certain for the Trabue/Roberts Area. Design guidelines for this future development are a key factor in ensuring it makes a strong contribution to the overall goals of the plan. The design standards recommended here should be used as a tool to promote high-quality development, which will present a positive image of the area. They will also help to ensure long-term economic viability by maintaining

property values and encouraging additional development.

#### Policy:

*New commercial and mixed-use development should be held to a high standard, both in terms of its location and the quality of design and materials.*

#### Guidelines/Strategies:

- Consider the development of commercial zoning overlay designations for the Trabue/Roberts Area. Possibilities include:
  - Application of the Regional Commercial Overlay on Hilliard-Rome Road between Roberts Road and Feder Road.
  - Application of the Community Commercial Overlay on Fishinger Boulevard between the two intersections of Ridge Mill Drive, and on Ridge Mill Drive between the two intersections of Fishinger Boulevard.
  - Application of the Urban Commercial Overlay on Trabue Road between Dublin Road and the west side of Wilson Road and Hague Avenue between Trabue Road and the south side of Britton Avenue.

The following guidelines should be utilized in the review of development applications:

- The placement of buildings should be consistent with the appropriate commercial overlay, with the front elevation oriented to address the street and entryways facing the street frontage, and clearly demarcated.
- Parking should be hidden to the greatest extent possible by locating it to the rear or side of a building or by extensive landscaping.
- Building design should incorporate patterns and materials that provide visual interest. This should be accomplished through the use of changes in color, materials, or relief, such as the inclusion of beltlines, pilasters, recesses and pop outs (offsetting planes). Flat, plain building walls should be discouraged.
- Building surfaces over 20 feet high or 50 feet in length should be relieved with a change of wall plane or by other means that provide strong shadow and visual interest.
- A consistent level of detailing and finish is encouraged for all sides of a building, known as "four-sided" architecture.
- Wall signs should be compatible with the size and scale of the building facades and general streetscape. Signs should not obscure or interfere with architectural lines and details.
- Freeway, pole signs, billboards, sign benches, roof signs, large overhanging signs, LED and other such electronic or digital signs, and

## Plan Recommendations

### Trabue/Roberts Area Plan

excessively large signs that interfere with visual character are discouraged.

- Large commercial developments should utilize integrated signage rather than multiple freestanding signs along the street frontage.
- Convenient, well-marked and attractive pedestrian connections should be provided between the site and adjacent development and from the public street to building entrances.
- Taller or denser development is not necessarily inconsistent with older, lower density neighborhoods but must be designed with sensitivity to existing development.
- Leadership in Energy and Environmental Design (green building) technologies are encouraged for commercial buildings.
- Landscaped buffers and screening should be provided between residential and commercial uses. Screening should consist of structures and/or landscaping to a minimum height of six feet with 90-percent opacity.

#### Policy:

*Gateways should be developed to complement and define entry points to the area's neighborhoods.*

#### Guidelines/Strategies:

- The intersections of Dublin Road and Cemetery Road, Roberts Road and Alton Darby Creek Road, Renner Road and Alton Darby Creek Road, and Trabue Road and Dublin Road are possible locations for gateways.
- Gateways should be defined by well-maintained infrastructure, enhanced landscaping and appropriate signage.



An example of a gateway treatment

#### Policy:

*Industrial development should be designed to increase compatibility between residential and abutting uses and to mitigate environmental impacts.*

#### Guidelines/Strategies:

- Buildings exhibiting a “corporate” architectural character of high quality materials, design and color are encouraged. Where feasible, natural materials should be used on front façades that are compatible with the remaining elevation treatments in terms of color.
- Landscaping should be used to soften industrial buildings along front elevations or elevations that face public streets.
- Buildings should be oriented so that loading, storage and other external activities, as well as building features that generate noise are not facing public rights-of-ways or residential or institutional uses.
- Outdoor storage should be screened from the public right-of-way and adjacent residential and institutional uses to their full height by a solid masonry wall (not cement block) or wooden fence of a color or material that is complementary to the principal building.
- Parking should be hidden to the greatest extent possible by locating it to the rear or side of a building, or by extensive landscaping. Parking lots used primarily by semi trucks or other large vehicles require more intensive screening when located adjacent to residentially-zoned land.
- Gravel parking lots are not permitted by city and county code. Variances to this standard are strongly discouraged.

(See also Industrial policies on page 51)



Landscaping of an industrial building along the frontage of a public street



### Policy:

*New residential development should incorporate design standards to reinforce a sense of community and preserve the integrity of neighborhoods.*

### Guidelines/Strategies:

- Developments should create a positive sense of identity at their entries through landscaping, decorative fencing and complementary signage.
- Exterior materials within developments should be complementary, but not uniform.
- Walled and gated communities are strongly discouraged.
- Garages should be located behind the house or, if facing a street frontage, should not exceed 40 percent of the width of the housing façade (including the garage) and should be recessed at least two feet from the front elevation of the house.
- Houses should not back onto streets, parks or natural features.
- Wherever possible, Leadership in Energy and Environmental Design (LEED or green building) technologies are encouraged.
- Where applicable, subdivisions should be designed to respect existing lot patterns established within neighborhoods to maintain community character.
- New streets should connect to and logically extend external street systems at multiple locations. Subdivisions should connect to existing street stubs and offer stubs for future, adjacent development.
- Streets that form a “T” intersection should be visually terminated with a building centered on the terminus, a public park, or other feature that provides visual interest and a sense of place.
- Multi-family developments with six or more units should have more than one building type and/or façade option providing a variety of building characteristics..
- Open space and natural features should be used as an organizational element (see also Natural Resources section).



*Traditional Neighborhood Development housing*



*Multi-family housing*

## Plan Recommendations

### Trabue/Roberts Area Plan

#### Policy:

*Landscaping plays an important role in creating a high-quality environment.*

#### Guidelines/Strategies:

- Screening and buffering are important elements of development and site design. Screening between incompatible land uses is particularly important. Such buffers should at a minimum include a six-foot high board on board fence or wall constructed of materials complimentary to the principle building (chain link fencing is not appropriate). The fence or wall should be supplemented with a planting strip of at least ten feet in depth that includes a mix of deciduous and evergreen trees at a minimum overall rate of five trees per 100 feet. The presence of dense/mature vegetation may eliminate the need for additional screening.
- Landscaping should be used to support storm water management goals for filtration, percolation and erosion control, including rain gardens.
- The use of pervious surfaces should be encouraged to minimize stormwater runoff and increase infiltration. This treatment is ideal for areas with low vehicle traffic volumes.
- All trees (including street trees) should meet the following minimum size at the time of planting: shade trees 2 inches caliper; ornamental trees 1 1/2 inches caliper; and evergreen trees five feet in height. Tree caliper is measured six inches from the ground.
- Native species are recommended for all landscaping. Invasive species should not be used.
- Developers are encouraged to preserve mature trees, which includes trees having a caliper (diameter) of six inches or greater at a point four foot above grade. (Refer to page 44 for additional recommendations)
- Developers are encouraged to incorporate landscaping into the hardscape along the commercial corridors by use of planters, etc.



Landscaping features provide quality to the environment



## Principle 4: Transportation

People will be able to get around by walking, car, transit and bicycle.

A recent trend in transportation planning is to look at roads in the context of a larger circulation system that includes vehicles, pedestrians, cyclists and transit. An integrated system eases congestion by distributing vehicular traffic and offering alternative modes of travel for area residents, visitors, and businesses. Benefits include reduced congestion, increased public mobility options, improved air quality and health. Like other areas in central Ohio, the Trabue/Roberts Area developed around the automobile. Land use patterns and the road network maximize vehicular capacity and access. At the same time the city of Columbus has recently adopted a complete streets policy. Many of the area's main arterials and neighborhood streets don't have sidewalks or biking facilities, making pedestrian travel difficult. The Trabue/Roberts Area Plan's transportation recommendations are aimed at supplementing the existing road network with facilities for pedestrians, cyclists, and transit to create complete streets.

### Policy:

*Accommodations should be made for bicycling according to adopted bike plans.*

### Guidelines/Strategies:

- Implement the *Columbus Bicentennial Bikeways Plan*, which identifies the following projects for consideration:

#### Phase I

- Bike lane along Hague Avenue from Trabue Road to Fisher Road

#### Phase II

- Shared use path along Roberts Road from Alton Darby Creek Road to Dublin Road.
- Shared use path along Hilliard-Rome Road from Roberts Road to Feder Road.
- Shared use path along Renner Road, continuing on Trabue Road, from Spindler Road to the Scioto River.
- Bike lane along Feder Road, continuing on Fisher Road, from Wexford Green Boulevard to Dublin Road.
- Bike lane along Dublin Road, from Scioto Darby Road to Trabue Road.

#### Phase III

- Bike lane along Walcutt Road, from Scioto Darby Road to Trabue Road.
- Bike lane along Wilson Road from Roberts Road to Fisher Road.
- Bike lane along Scioto Darby Road from Walcutt Road to Dublin Road.
- Bike lane on Dublin Road from Cemetery Road to Scioto Darby Road.
- Shared use path along the Scioto River from Dublin Road to Trabue Road



Many streets in the planning area lack sidewalks, bike lanes, and crosswalks



New improvements to Roberts Road, including bike lanes

## Plan Recommendations

### Trabue/Roberts Area Plan

#### Policy:

*Neighborhoods should have an interconnected street and sidewalk system with connections to existing and future residential, commercial, civic and cultural areas, and to existing and planned paths and trail systems. An interconnected street system also distributes auto traffic and thereby prevents and relieves congestion.*

#### Guidelines/Strategies:

- As identified by the city of Columbus' Safewalks Program, sidewalks should be constructed on Hilliard Rome-Road, Roberts Road, Trabue and Renner Roads, Feder and Fisher Roads, Fishinger Boulevard, Dublin Road, Spindler Road, Westbelt Drive, Walcutt Road, Wilson Road, and Hague Avenue.
- Sidewalks should meet the minimum required width in accordance with the Department of Public Service Planning and Operation's Standard Sidewalks and Specifications to comfortably permit side by side walking and be separated from the street to promote pedestrian use.
- Opportunities should be sought to integrate pedestrian connections into new development, particularly when connecting residential areas to retail and other activity centers.

#### Policy:

*Road improvements and enhancements should be context sensitive and contribute to a pedestrian friendly, walkable environment.*

#### Guidelines/Strategies:

- Methods to relieve heavy auto traffic congestion and improve traffic flow should be explored in current problem areas.
- The following intersections in particular should be considered for investigation: Trabue Road/Renner Road and Hilliard-Rome Road; and Hilliard-Rome Road and Feder Road
- Future road improvements and enhancement projects should include pedestrian facilities, including sidewalks that are set back from the pavement, street trees, pedestrian-scaled lighting and signs, landscaping, bike racks, and street furniture where funding is available.

- Road improvements should be consistent with relevant Complete Streets policies and guidelines.
- At signalized intersections with high pedestrian use, crosswalks should be provided.
- Street trees are recommended on all public and private streets.
- Traffic calming techniques should be considered on roadways as appropriate.
- Mechanisms to mitigate any noise impacts from adjacent highways and rail corridors should be explored.

#### Policy:

*Public transportation should be expanded accordingly to areas not in close proximity to bus routes or bus stops.*

#### Guidelines/Strategies:

- Development should provide pedestrian access to transit stops. New development or redevelopment projects should be coordinated with COTA on potential installation or relocation of bus stops.
- Enhanced bus service should be pursued. Particular focus should be given to the construction of bus stops in the western and northeastern sections of the planning area. At a minimum, bus stops should consist of a concrete pad and signage. Shelters, benches and amenities, such as trash cans and newspaper racks, should be included when funding allows.



The Hilliard-Rome Road and Trabue Road intersection



## Principle 5: Industrial Uses

### Minimize negative impacts of industrial uses on residential areas.

In many situations, a mix of land uses supports vibrant, sustainable neighborhoods. In others, the separation of incompatible land uses, such as homes and industry, is still necessary when the potential for adverse impacts exists. The Trabue/Roberts Area has a wide range of industrial uses within its boundaries. This includes both large and small scale operations within the central portion of the planning area. The resulting pattern of development includes numerous instances where industrially zoned land is adjacent to residences. The following recommendations are intended to provide adequate transition of land uses and minimize environmental impacts on area residents.

#### Policy:

*Existing neighborhoods should be protected from industrial encroachment and from other incompatible uses.*

#### Guidelines/Strategies:

- Industrial sites should have direct access to major truck routes and freeways to minimize traffic impact on residential streets.
- Landscaped buffers and screening are recommended between non-compatible land uses, such as residential and commercial and/or industrial uses, as well as other sensitive land use transitions.
- Appropriate physical transitions and separation should be provided by using green space, fencing, setbacks or orientation between industrial uses and other surrounding uses.
- A substantial buffer should be provided between industrial uses and existing or planned residential uses.
- Screening materials should be compatible with a building's principal materials.
- New development should not add to existing environmental concerns, including drainage, water quality and air quality.
- Within any required buffer, screening should be provided between an industrial site and all adjacent residential uses. Screening should include one of the following treatments:
  - The primary preference is a mound or berm with sufficient width and slope to fully screen the industrial use. The mound or berm should be landscaped and placed within a landscape easement. The face of the mound should not be located closer than 15 feet to the residential property line. The mound should be designed and graded so that water will not be trapped between the mound and the residential property. The area between the top of the mound and the residential property should be landscaped with evergreen trees. Five evergreen trees with a minimum height of five feet and five evergreen trees with a minimum height of three feet should be planted for every 100 linear feet of mound. Trees should be grouped to give a natural appearance.
  - When site conditions do not allow a mound or berm, a 6-foot high decorative wall constructed of materials complementary to the principal building should be constructed between 8 to 15 feet of the property line. Evergreen and/or deciduous trees should be planted and evenly spaced at a ratio of one tree per 20 linear feet on the outside of the wall.

(See also industrial design guidelines on page 46)



Industrial development in the planning area



Warehouse

## Plan Recommendations

### Trabue/Roberts Area Plan

## Principle 6: Economic Development

**Promote Economic Development in the Trabue/Roberts Area by building on the success of existing businesses in order to develop thriving, attractive business districts that provide both services and employment opportunities.**

The vitality of the economic base of the city and its neighborhoods and districts is an important foundation of physical planning. The Trabue/Roberts Planning Area is an employment center, and ensuring that economic assets are maintained and enhanced is critical and provides an imperative economy. Employment opportunities and tax revenues are crucial to providing quality neighborhoods and quality municipal facilities and services.

### Policy:

*The preservation of existing sites should be utilized for employment uses.*

### Guidelines/Strategies:

- The redevelopment of brownfield sites should be prioritized where economically feasible as opposed to developing greenfield sites.
- Property owners and developers should work with the city of Columbus Economic Development Division to pursue initiatives and funding to offset the higher costs of brownfield mitigation.

### Policy:

*Infrastructure will be maintained and improved to support business activity.*

### Guidelines/Strategies:

- As commercial sites redevelop, explore opportunities and programs to require developers to contribute funding for needed infrastructure improvements.

### Policy:

*Encourage good design of residential, office, and retail developments.*

### Guidelines/Strategies:

- Promote sites appropriate for mixed use. Uses could include retail, office, service oriented businesses, residential, and open/ recreation space.
- Investigate the application of commercial zoning overlays to the major commercial corridors.

### Policy:

*Target city retention and expansion activities to support the area's strongest economic sectors: wholesale trade and manufacturing.*

### Guidelines/Strategies:

- Continue to offer incentives to attract and retain businesses.
- Explore the possibility of a vacant land reuse policy.



*New hotel located in the Trabue/Roberts Planning Area*



# Plan Implementation Strategy

The most effective way to implement the provisions of an area plan is through the consistent and unified advocacy of area residents and businesses working in concert with the city of Columbus and other stakeholders, including community development corporations, business and civic associations, development related agencies, churches, social service agencies, and others. The most typical mechanism for plan implementation is the review of development proposals for consistency with the plan. Additionally, the plan can be used proactively to seek investment in the area, advocate for neighborhood issues, pursue grant funding and guide capital improvements.

Major implementation elements include:

- Organization, Education and Outreach
- Plan Amendment and Revision
- Development Review Checklist
- Chart of Action Oriented Related Recommendations

## Organization, Education and Outreach

Organizational, educational and outreach mechanisms can play a key role in area plan implementation. Potential mechanisms include:

- Utilize a website and email to supplement existing information distribution system.
- Ensure copies of the plan and/or its executive summary are distributed to key stakeholders and community agencies, including community development corporations, developers, civic associations, schools, libraries, and social service agencies.

## Plan Amendment and Revision

Area plans should be regularly reviewed and updated to ensure timeliness and relevancy. Minor amendments and brief updates may be considered on an as-needed basis. A more complete review and revision of an area plan should be considered within ten years of adoption.

## Development Review Checklist

A development review checklist is a summary of the development guidelines and recommendations found in an area plan. It is designed for application by stakeholders in the review of development proposals for consistency with plan provisions. It is intended for use with zoning and variance requests, investments in community facilities and infrastructure, and other initiatives or requests impacting the built environment in the community. Guidelines from an area plan are not city code. But as part of a city adopted plan they serve as city policy. This provides a basis for stakeholders to review development proposals and make sure the guidelines are considered and optimally included in a proposed development.

Users of the checklist are strongly encouraged to review additional background information for each item on the checklist by referencing the relevant plan element. The “Conditions to Approval” column is intended to note specific conditions that the proposal must incorporate in order to meet that standard. The “Mitigating Circumstances” column should be used to note specific reasons why the proposal is not expected to meet that standard. Nothing in the checklist is intended to speak to the development proposal’s conformance with other city code requirements and policies.

Recommendations regarding the use of development review checklists include:

- Applicants for a zoning and/or variance are encouraged to review a development review checklist and incorporate its provisions in their proposals.
- Community groups use a checklist to evaluate development proposals in their respective areas. One copy of a checklist as prepared and approved should be provided by community groups to serve as the official input for the association regarding each proposal.
- Stakeholder groups or agencies also use a checklist as an organizing element for their review and comment to the given community group on development proposals.
- Community groups should submit one approved checklist evaluation to the city as part of their recommendation in response to any development proposal.
- City staff should consider the checklist submitted by a community group in the development of a staff position or response to development proposals.
- City departments should use the checklist as community facilities and infrastructure investments are made.
- Updated or modified project proposals receive updated checklist evaluation by appropriate parties.

# Plan Implementation Strategy

## Trabue/Roberts Area Plan

### GUIDELINES AND RECOMMENDATIONS

Guidelines	Yes	No	N/A	Conditions to Approval	Mitigating Circumstances
<b>GENERAL</b>					
Has the developer reviewed the recommendations of the <i>Trabue/Roberts Area Plan</i> ?					
Has a site plan of the project been submitted?					
Is the proposal consistent with the Future Land Use Plan? (p. 26)					
Is the proposal consistent with the Urban Design recommendations of the plan? (p. 45 - 48)					
Are alternative methods of stormwater management being considered? (p. 44)					
Are trees greater than six inches in caliper being preserved? (p. 48)					
Are natural features, including mature trees, slopes, wetlands, and ponds, identified on the site plan? (p. 44)					
Are wetlands and 35 percent of mature trees on the site preserved? (p. 44)					
Are tree preservation measures incorporated into the site plan and development text? (p. 44)					
Are streams, rivers, and wetlands protected in accordance with the city of Columbus Stormwater Drainage Manual? (p. 44)					
Are LEED technologies being considered? (p. 46 - 47)					
Does the proposal incorporate enhanced connections to adjacent recreational areas? (p. 44)					
<b>SUBAREAS</b>					
BIG DARBY SUBAREA: Is the proposal consistent with the guidelines and recommendations for this Subarea? (p. 31)					
HILLIARD-ROME ROAD SUBAREA: Is the proposal consistent with the guidelines and recommendations for this Subarea? (p. 35)					
CENTRAL INDUSTRIAL SUBAREA: Is the proposal consistent with the guidelines and recommendations for this Subarea? (p. 36)					
SAN MARGHERITA SUBAREA: Is the proposal consistent with the guidelines and recommendations for this Subarea? (p. 39 - 40)					
MILL RUN SUBAREA: Is the proposal consistent with the guidelines and recommendations for this Subarea? (p. 42)					





GUIDELINES AND RECOMMENDATIONS					
Guidelines	Yes	No	N/A	Conditions to Approval	Mitigating Circumstances
<b>COMMERCIAL DEVELOPMENT</b>					
Is parking hidden to the greatest extent possible by locating it to the rear or side of a building or by extensive landscaping? (p. 45)					
Are buildings oriented to the street with entryways facing the street frontage and clearly demarcated? (p. 45)					
Does the building design incorporate patterns and materials that provide visual interest? (p. 45)					
Are building surfaces over 20 feet high or 50 feet in length relieved with a change of wall plane or by other means that provide strong shadow and visual interest? (p. 45)					
Does the proposal provide a consistent level of detailing and finish for all sides of a building? (p. 45)					
Is the proposed signage appropriate according to the plan's signage guidelines? (p. 45)					
Is the proposed signage appropriate according to the plan's lighting guidelines? (p. 45)					
Are convenient, well-marked and attractive pedestrian connections provided between the site and adjacent development and from the public street to building entrances? (p. 46)					
Are landscaped buffers and screening provided between residential and commercial uses? (p. 46 & 48)					
Is landscaping incorporated into the hardscape along commercial corridors? (p. 48)					

GUIDELINES AND RECOMMENDATIONS					
Guidelines	Yes	No	N/A	Conditions to Approval	Mitigating Circumstances
<b>INDUSTRIAL DEVELOPMENT</b>					
Does the site have direct access to major truck routes and freeways ? (p. 51)					
Does the proposal adhere to the plan's buffering and screening guidelines? (p. 51)					
Is a 200-foot buffer provided between industrial uses and existing or planned residential uses? (p. 51)					
Are green space, fencing, setbacks or site orientation utilized to provide transition and separation areas between industrial uses and other surrounding uses ? (p. 51)					

# Plan Implementation Strategy

## Trabue/Roberts Area Plan

### GUIDELINES AND RECOMMENDATIONS

Guidelines	Yes	No	N/A	Conditions to Approval	Mitigating Circumstances
<b>INDUSTRIAL DEVELOPMENT</b>					
Does the proposal add to existing environmental concerns, including drainage, water quality and air quality? (p. 51)					
Do the buildings exhibit a "corporate" architectural character of high quality materials, design and color? (p. 46)					
Is landscaping used to soften industrial buildings along front elevations or elevations that face public streets? (p. 46)					
Are buildings oriented so that loading, storage and other external activities, as well as building features that generate noise are not facing public rights-of-ways or residential or institutional uses? (p. 46)					
Are accessory uses screened from the public right-of-way and adjacent residential and institutional uses to their full height by a solid masonry wall (not cement block) or wooden fence of a color or material that is complementary to the principal building? (p. 46)					
Is parking hidden to the greatest extent possible by locating it to the rear or side of a building or by extensive landscaping? (p. 46)					
Is increased screening provided for parking lots used primarily by semi trucks or other large vehicles adjacent to residentially-zoned land? (p. 46)					
Does the proposal include gravel parking areas? (p. 46)					
Does the proposal provide bike and pedestrian access? (p. 46)					
Is the proposal for stand alone retail in the Central Industrial Subarea? (p. 36)					

### GUIDELINES AND RECOMMENDATIONS

Guidelines	Yes	No	N/A	Conditions to Approval	Mitigating Circumstances
<b>RESIDENTIAL DEVELOPMENT</b>					
Are the proposed residential densities consistent with the Future Land Use Plan? (p. 26)					
Do multi-family developments with six or more units have more than one building type and/or façade option providing a variety of building characteristics? (p. 47)					
Do houses front onto streets, parks or natural features? (p. 47)					
Does the development create a positive sense of identity at its entries through landscaping, decorative fencing and complementary signage? (p. 47)					



### GUIDELINES AND RECOMMENDATIONS

Guidelines	Yes	No	N/A	Conditions to Approval	Mitigating Circumstances
<b>RESIDENTIAL DEVELOPMENT</b>					
Does the development provide a range of housing types, sizes, and prices? (p. 25)					
Is the development a rezoning of commercial or industrial zoned land in the Central Industrial Subarea? (p. 36)					
Are exterior materials within developments complementary and not uniform? (p. 47)					
Is the development a walled and/or gated community? (p. 47)					
Is the proposal consistent with plan's garage-related recommendation? (p. 47)					
Does the development design respect existing lot patterns established within neighborhoods? (p. 47)					
Does the development connect to existing street stubs and offer stubs for future, adjacent development? (p. 47)					
Does the development use open space as and organizational element? (p. 47)					
Do streets that form a "T" intersection visually terminate with a building centered on the terminus, a public park, or other feature that provides visual interest and a sense of place? (p. 47)					

### GUIDELINES AND RECOMMENDATIONS

Guidelines	Yes	No	N/A	Conditions to Approval	Mitigating Circumstances
<b>TRANSPORTATION</b>					
Are road improvements consistent with relevant Complete Streets policies and guidelines? (p. 50)					
Does the proposal include sidewalks that meet the minimum required width in accordance with the Department of Public Service Planning and Operation's Standard Sidewalks and Specifications? (p. 50)					
Does the proposal provide pedestrian access to transit stops? (p. 50)					
Does the proposal include street trees, pedestrian-scaled lighting and signs, landscaping, bike racks, and street furniture? (p. 50)					
Does the proposed road improvement to a public or private street include street trees? (p. 50)					
Are pedestrian connections integrated into new development connecting residential areas with retail and activity centers? (p. 50)					

### Action Oriented Recommendations

Area plans also include recommendations that are action oriented. These recommendations are not utilized for the review of development applications, but are pro-active in nature and require action on the part of a given community group in cooperation with the city of Columbus and other stakeholders. The implementation element of all area plans will include a chart that lists these action-oriented recommendations, referencing the plan element in which they are recommended.

It is recommended that upon adoption of an area plan, community groups utilize the chart to prioritize the recommendations. Part of the prioritization process should include discussion with the city of Columbus and any other potentially responsible parties to determine their feasibility. This information can then be used to inform the prioritization process.

#### ACTION-ORIENTED RECOMMENDATION CHART

Recommendation	Notes/Resources
Gateways should be developed to complement and define entry points to the area's neighborhoods per the suggested locations identified in the plan (p. 46)	Planning Division, civic/neighborhood organizations, possibly Urban Infrastructure Recovery Fund (UIRF) funding and United Way grants
Investigate the application of commercial zoning overlays to the major commercial corridors. Possibilities include the Community Commercial Overlay on Fishinger Boulevard and Ridge Mill Drive, the Regional Commercial Overlay on Hilliard-Rome Road, and the Urban Commercial Overlay on Trabue Road. (p. 45 & 52)	Planning Division
Joint use of schools and recreation facilities should be considered where feasible. (p. 44)	Department of Recreation and Parks, Columbus City Schools, civic/neighborhood organizations
Implement the recommendations of the <i>Columbus Bicentennial Bikeways Plan</i> . (p. 49)	Department of Public Service
At signalized intersections with high pedestrian use, crosswalks should be provided and clearly delineated with an alternative pavement material, such as brick or textured/ colored pavement. (p. 50)	Department of Public Service, possibly Urban Infrastructure Recovery Fund (UIRF) funding
Sidewalks should be constructed on Hilliard Rome-Road, Roberts Road, Trabue and Renner Roads, Feder and Fisher Roads, Fishinger Boulevard, Dublin Road, Spindler Road, Westbelt Drive, Walcutt Road, Wilson Road, and Hague Avenue as identified by the city of Columbus' Safewalks Program. (p. 50)	Department of Public Service
Traffic calming techniques should be considered on roadways with high accident rates. (p. 50)	Department of Public Service
Methods to relieve heavy auto traffic congestion and improve traffic flow should be explored in current problem areas. (p. 50)	Department of Public Service
Mechanisms to mitigate any noise impacts from adjacent highways and rail corridors should be explored. (p. 50)	Department of Public Service, ODOT
The city should pursue acquisition of additional parkland and recreation paths in underserved areas. (p. 44)	Department of Recreation and Parks
Street trees are recommended on all public and private streets. (p. 50)	Department of Recreation and Parks
Continue to offer incentives to attract and retain businesses. (p. 52)	Economic Development Division
Economic development tools should be used to spur the redevelopment of vacant buildings. (p. 36)	Economic Development Division
Abandoned quarry uses should be restored in a manner that is compatible with the community and maximizes recreational reuse potential where appropriate. (p. 42)	Planning Division, private developer







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